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COMMERCIAL CAR JOURNAL

SEPTEMBER 1932

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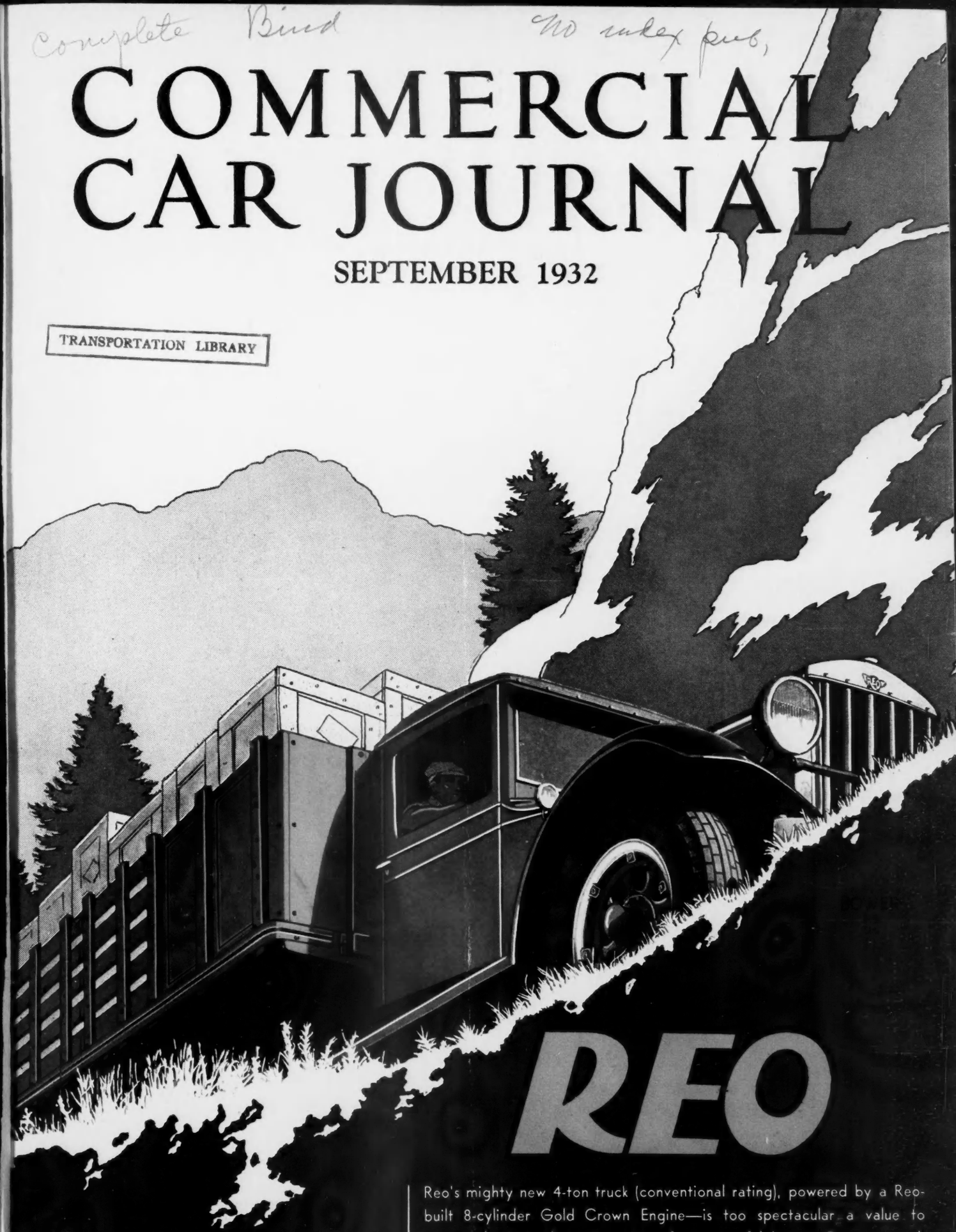

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PIERCE-ARROW

BUFFALO, NEW YORK

COMMERCIAL CAR JOURNAL

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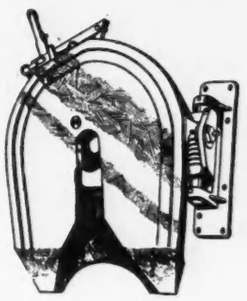

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THE PRESIDENT'S PAGE

COMMERCIAL CAR JOURNAL

PHILADELPHIA PENNA.

SEPTEMBER, 1932 VOL. XLIV, No. 1

Too many businesses are being managed as if they were to be liquidated within a few months. Conversion of good-will into cash by slashing sales forces and abandoning advertising is dangerous to a going concern

By

Fitz J Fraser

PRESIDENT

United Business Publishers, Inc.

OBVIOUSLY the most important duty confronting the management of any business is to take such steps as will insure the continued existence of the business.

Yet today in practically every field we see businesses managed as if they were to be liquidated within a few months. I refer particularly to unwise and excessive conversion of assets into cash. Maintenance of a strong cash position is a mark of good management, but like other virtues, it becomes a vice if carried to extremes.

Slashing of sales forces and abandonment of advertising are simply a matter of converting good-will into cash, an admirable procedure if a company is to be liquidated, but highly dangerous if the business is to be kept operating as a going concern.

Unfortunately for the safety of the business they manage, some men have the mistaken idea that their customers and prospects hibernate mentally during a depression. They feel that when business is bad there is a temporary repeal of the law that people will forget that which is not kept constantly before them.

And there, I believe, is the reason why every depression raises such havoc among established leaders and inscribes so many new names on the rolls of the mighty. Some big fellows become complacent. "No one is buying now," they say. "Let us fire our salesmen, cut down on our advertising, and coast a while. Plenty of time to get back into the running when things pick up."

But getting back into the running is so difficult, so expensive, and oftentimes downright impossible. Set this down as an absolute truth:

No firm can withdraw from active participation in a given field, and, after hibernating until the upturn begins, enter the field again with good will undamaged, and its memory still bright in the minds of its former customers and prospects.

People forget. New impressions quickly crowd out old impressions. It is far less costly to maintain a position in a given field than to regain it. I wonder if it is not true that it is even more essential for business to maintain close contact with its customers in periods of depression than in flush times. When buying is frequent the mere act of placing orders keeps the product before the buyer's mind.

But when the order book gathers dust the buyer tends to forget his former supply source, and unless continually reminded by word-of-mouth or printed advertising, he is likely to make a change when he reenters the market.

A business cannot stand still. The only way a strong cash position can be kept strong, if no money is spent for promotion, research and product improvement, is to give up the business. Otherwise, taxes, salaries, maintenance, etc., will steadily nibble away the cash, resulting in slow business suicide. And, as history shows, not really so slow at that.

Money pinched from selling and advertising appropriations is not money saved, but simply the sale of a portion of a firm's good-will. To put it another way, it is a matter of borrowing, at a usurious interest rate, on future earnings.

Investors will properly beware of the company that is making big "savings" by failing to do that which will insure its continued existence. In my opinion it does not take courage to promote sales now—it is simply a matter of common sense.

AUTHOR'S NOTE — This is written with the full knowledge that it is hazardous to express too many opinions, even though the opinions are based on actual experience.

MOST anyone with sufficient money can build motor trucks. The big problem is SELLING THEM. And selling them right, that is, at a consistent profit.

It has been a long time, however, since any truck manufacturer has realized a reasonable per truck net profit, not taking into consideration other incomes such as service and parts sales, etc. Excluding the days of pioneering and the current depression, or more expressly in the favorable years from 1922 to 1930, possible healthy profits were greatly hindered due almost entirely to causes within the control of the manufacturers themselves.

There is absolutely no doubting the fact that the truck industry is suffering today more from bad practices than any other cause, and every truck concern is the victim of the same circumstances. For the present let us consider the defects of sales management as I, and others with whom I am in daily contact, have found them.

During my experience in truck sales work up to the present time, I would say that the weakest link in the entire chain of sales effort is an outstanding lack of sales leadership on the part of the majority of sales executives. Not that we lack sufficient sales managerial ability in the industry, but unfortunately we are getting only a small percentage of this available ability properly applied.

To the writer's mind, a sales executive is only as big as the amount of truthful information he receives concerning every phase of his sales operation and results under his jurisdiction. For some unknown reason the average factory sales executive immediately upon promotion to the executive class forgets the obstacles of the salesmen on the firing line and treats the problems of his field managers and salesmen with a wise look and indifferent nod. Instead of analyzing the problem in question or suggesting a constructive solution, he usually resorts to a deluge of the old worn-out questions concerning registration percentages and analyses, or uses the old stereotyped answer of "Well, we are doing it in 'Frisco, Chicago and Boston all right and I see no reason why we can not do it here." Or as I have heard some say, "The ball is in your alley." Or perhaps, "That is your

Our Industry Needs Leaders—Not Drivers

problem and that's the reason why we have you on this job."

The average factory sales executive does not get out on the firing line often enough to obtain first-hand information as to the performance of the product, ownership satisfaction or dissatisfaction, local sales methods, local competition or branch policies. Frequently it has been such a long time since he actually sold a truck himself that he has anything but a clear picture of the local market conditions or a real understanding of local problems. Usually he has reached the age or stage where train travel, or travel of any kind, is disagreeable and after reaching his destination one of his first questions is, "What time can I get a train out of here tonight?"

Too many sales executives think it is fashionable to become hard-boiled, industrial statisticians and not real, constructive sales statisticians, if they must be statisticians. In other words, they are usually not inspirational sales leaders, and there is a big difference. Contrary to some beliefs, there is still a crying need for real, genuine sales inspiration, supported by common sense facts in sales work today. There is too much high-pressure sales driving and not enough leading. Sales direction by intimidation is demoralizing to any good sales organization.

I have known sales executives who were so ambitious for personal gain, and others who were so afraid of their own jobs, that their so-called sales chatter was nothing more than hysteria, devoid of inspiration to the extent that organization loyalty was badly shaken. Today branch managers and field sales managers, both retail and wholesale, are receiving volumes of instructions from factory sales directors giving sales results comparisons, usually comparing a near normal year to a decidedly subnormal year, and elaborating upon the many sales tasks that *must be done*. Usually the tenor of these instructions borders upon intimidation. But seldom, if ever, do we see a comprehensive suggestion, well planned, as to HOW we can best accomplish the job required. Yet this is called sales leadership. What a difference in sales results would be evidenced if sales executives, instead of being collectors of petty information, would dispense sales information of a constructive nature.

There is no doubt of the fact that many truck organizations up to recent weeks have been by far too top-heavy — over-organized — too many generals and not enough enlisted men. Most of these sales executive appointments were made in the hectic years from 1926 to 1929 when the industry was suffering from growing pains. Promotions were frequently made without a great amount of forethought, and consequently many good salesmen were turned into poor leaders through too rapid promotion. The average soldier does not necessarily make a good officer. The star football player does not necessarily make a good coach. Many salesmen were promoted to semi-executive and sales managerial positions who did not have the inherent or acquired leadership.

The automotive industry is comparatively young. Hence, it is only reasonable to expect that we have many misfits where ability has been wrongly applied. In the years when truck orders were taken rather than sold we found the employee from the engineering to the clerical department ambitious to share the seemingly easy and lucrative compensation of the salesman. Frequently politics enters into these appointments, but why ever hope to cope with politics in any large organization, even though we must all admit that it should not exist?

Lack of sales leadership generally is strongly substantiated by the tremendous turn-over in sales personnel in this industry at factory branches, dealerships and in the wholesale departments of the leading truck companies. In dealing with personalities it is, of course, rather difficult to run a high average in the selection of successful truck salesmen. However, experience and the use of certain indicators should make it a comparatively

EDITORIAL

What are the evils in the truck industry?

The glaring ones, which have been discussed in Commercial Car Journal by factory officials, fleet operators, members of the trade and members of the editorial staff, can be named off-hand: Truck ratings, inflated list prices, over-allowances on trade-ins.

But from many sides we are getting the reaction that back of these evils, and back of the shortcomings of salesmen, dealers, sales managers and factories, lies one evil that perhaps is, like proverbial money, the root of all evil. This is commonly referred to as Lack of Leadership.

The fountain-head of leadership is, of course, Factory Management. But Factory Management cannot be held entirely responsible for the lack of leadership among distributors, dealers and dealers' and distributors' sales managers. Nor need it assume full responsibility for the scarcity of well-trained salesmen. But it must certainly share the blame if it is doing nothing to remedy these conditions. The real evil here is that factories countenance and participate in perpetuating the recognized evils instead of seeking remedies to heal the sores.

Are all factories to be indicted on this score? No. Individually some companies have recognized the need for educational processes. Thereby they have displayed leadership and the desire to create leadership in their sales organizations. Some have even applied poultices to the huge sores, but nothing came of them because of a lack of concerted action.

Lack of leadership is, therefore, a matter deserving discussion. If it is a controversial question, Commercial Car Journal wants and solicits both sides. If the question is one-sided, it wants the overwhelming evidence.

What is your opinion?

In the accompaying article is the opinion of a man holding an executive position with one of our large truck manufacturers. He does not pick bones, nor grind axes, nor roll logs. His criticism is constructive. It is a plea. It is based on his experience and observations. He has been connected with the industry 15 years. His experience? Here it is: salesman, sales manager, wholesale manager, branch manager, vice-president of a truck company.

He has the courage of his convictions, but wisely wishes his identity concealed in order to avoid complications. He who reads will understand.

But above all he is, in the editor's opinion, a living reminder that the truck industry is not entirely lacking in the stuff that makes leaders.

simple matter to select good *average* salesmen, and that is all any sales manager in the majority can and should expect. A good sales manager should in six months' time, with tolerance, determination and perseverance, train a number of average salesmen to become better than average producers, and after all, isn't that the important part of a sales manager's job?

In defense of the average truck salesman, I feel quite confident that very few salesmen fail at their jobs because of lack of ability. Lack of opportunity or direction is usually the outstanding reason and if any salesman who is fundamentally right fails, I do not see how his sales manager can reconcile the fact. Too many sales managers assume the attitude that they are the judge and jury of the salesman's results when, to the contrary, they should be inspired to work with and fight for their men, constantly leading the way to business, keenly feeling the success or failure of each man as his personal responsibility. Salesmen must be thoroughly sold on the ability and fairness of their manager before the manager can hope to make the slightest impression in sales direction, and then absolute confidence must be established and maintained. Nothing is more conducive to good morale, sales effort and fighting spirit in salesmen than the belief that their immediate superior has a complete knowledge of their particular problems.

Constructive Selling

After a man has earned his place on the sales force the problem for the manager is to keep him producing consistently. No doubt careful sales supervision is the most important part of this work today, particularly under these depressing conditions. Salesmen are only human. They will get discouraged, develop complexes, fall into ruts and occasionally suffer from personal matters or family troubles, which have a disastrous effect upon their work. It does not require ability to fire a man but it does require a certain amount of it to salvage him and build him up to a producer. Now that the demand for trucks has subsided, comparatively speaking, along with everything else, the effects of personnel turnover is more pronounced than ever before and some truck companies can truthfully attribute a large percentage of the decline in their sales volume to this particular condition. This wholesale hiring and firing of salesmen is the most positive method known of destroying the most valuable sales procedure — CONSTRUCTIVE SELLING. Our sales organizations are called upon every day to solicit large fleet accounts on a constructive basis, demanding an educational process which should be developed all the way through the prospective customer's organization—Purchasing, Mechanical and Operating Departments—in order that everyone interested is favorably impressed with your product and its ability to meet their particular requirements. Constant turnover in sales personnel and frequent changes in the assignment of accounts prohibits proper and intelligent sales contact, with its resulting inestimable loss.

Intimidation

I am not only criticizing the poor judgment back of these frequent changes in sales personnel but also emphasizing upon the bad effects, which in many ways are most subtle. I sincerely believe for the good of the industry, for the improvement of morale and development of the confidence of the buying public, it is time to settle down and strengthen our sales executive jobs. This suggestion is based upon absolute knowledge of certain conditions, observations and topics of conversation within several truck organizations.

There probably isn't a man in the industry who is not familiar with the intimidating practices of some sales executives; with their insistence upon recklessly established quotas, resulting naturally in over-selling and repossessions; with their high-pressure sales meetings and a multitude of charts and graphs showing humiliating comparisons but offering nothing of a constructive or inspirational nature. This type of executive gives very definite instructions as to expectations but advances not one suggestion as to how the almost impossible sales results can best be accomplished. This variety of sales direction is very much in evidence today with several companies with which I have intimate acquaintance.

Such executives enjoy their reputations until the auditors begin totaling up repossessions. And this is the inevitable result of high-pressure sales tactics. They result in business brought in on poor terms, in ridiculous over-allowances, in small cash down-payments, in long-term notes and, in some cases, even in the toleration of side notes. The sales organization, under the pressure, does anything to get the volume.

This is just another case of disorganization, confusion and poor business methods created through the everlasting pressure for volume even though a natural volume does not always exist. Forcing a volume at the expense of profits and procuring a normal percentage of the available possibilities, according to actual registrations per month, are two entirely different things, the line of demarcation depending entirely upon the leadership and ability of the sales director in the face of the bad practices common in the industry.

I have served under seven different sales directors in my time with several truck companies. I have attended hundreds of sales meetings held by these companies and by others in the industry and only one man in the whole lot of my association was generally considered a real sales leader, a man who could not only pick out the flaws in a sales operation but offer practical solutions and remedies. He had an abundance of general information concerning the industry and constantly offered new sales ideas and arguments that served to reduce sales resistance and created better ways of introducing our product. His complete understanding of problems of the salesman in the field and his readiness to recognize and accept new ideas even though coming from a subordinate were unusual. He was keenly interested in any problem pertaining to the business and intensely interested in the welfare and progress of the men under his supervision. He carried a generous smile. He was a leader of men, a master in the art of getting the most out of every man with apparently little effort.

He was a sales leader type that wanted to go out with his men to meet and talk with owners and prospective buyers. He was still a salesman, a believer in fundamentals and never forgot the human side of this business of selling and supervising salesmen. A constant change of sales personnel to him was a strong indication of mismanagement. He knew that frequent hiring and firing in any sales organization is just plain suicide.

High-Pressure Direction

Rapid turnover in sales personnel merchandising a $5 article is one thing, but when the average list price is $800 or more, that is an entirely different matter. High-pressure sales direction from the factory contributes to this turnover in salesmen more than anything else. There is a constant demand to break sales records this month, next month and every month. Orders to date must be ahead of last year to date and each year must show a substantial increase regardless of circumstances or conditions, or the managers and salesmen must feel uncertain of their jobs, even though available possibilities proved by truck registrations for their particular territory may be considerably off. I have seen a salesman, fired at one truck company in a certain city, associate himself with another in the same city and make good in an outstanding way, not only because he may have been under a sales manager who knew how to handle men but the new truck he had to sell offered less sales resistance, due to the fact that the specifications of the product were more in keeping with the demand of the market or the price and value were more in line. I have seen this happen dozens of times, which further emphasizes the im-

TURN TO PAGE 48, PLEASE

THESE MEN WANT JOBS

DO YOU WANT A JOB?

If you are unemployed and searching for a job, send in your application to the editor of COMMERCIAL CAR JOURNAL.

Include the following particulars in your application:

Name, Age, Mail Address, Number of Years in Truck Business, Experience (what companies employed by, how long and in what capacity), Availability (are you prepared to go anywhere or do you limit the distance?), Kind of Position Desired, and Remarks.

This unemployment service applies as well to fleet men.

The service is not limited to readers of COMMERCIAL CAR JOURNAL. If you have any unemployed friend whose experience in the truck business should prove valuable to a truck organization, tell him to send in his application.

THE following applications represent the second response of readers to the July editorial in which COMMERCIAL CAR JOURNAL offered its services "to the many good men in the truck industry who are unemployed through no fault of their own and no fault of their former employers—both victims of economic distress." Also see list in August issue.

Bishop, W. R. (37), 5527 Prytania St., New Orleans, La. 18 years in automotive industry. Spent first two years in factory course of Ford Motor Co., one year in machine shops the other in assembling departments. One of 15 to take course. Upon completion served as factory service man in Texas. Went to Mexican Border in 1916 as Truck Master and later served as Government Inspector on Motor Transportation. Entered experimental department of Maxwell Chalmers Motor Car Co., assuming charge later of road testing and final inspection work. Served two years with Army in World War. Since war has been engaged in retail and wholesale sales work. Until recently was connected for seven years with the New Orleans branch of Mack Truck Co. Character and ability reference available. Will accept position anywhere in U.S.

Dewey, Howard L. (46), 1508 Logan St., S. E., Grand Rapids, Mich. In truck business 22 years as sales engineer and wholesale and retail salesman. Republic Motor Truck Co., 11 years, sales engineer and special equipment manager. Ruggles Motor Truck, one year, sales engineer. Wood Hydraulic Hoist and Body Co., two years, traveling sales representative. Garford Motor Truck Co., one year, district sales manager. Ruggles Metal Products Co., two years, engineering and building small trucks. I. H. Gingrich and Sons, four years, wholesale and retail salesman of Federal trucks in western Michigan. Reo Motor Car Co., one year, state and county salesman and special survey work for Reo dealers. Can furnish references from number of well-known men in the industry. Will go anywhere. Has traveled United States and Canada.

Eckholm, Swen L. (36), 2044 Marlowe Ave., Lakewood, Ohio. Employed three years by Relay Motors Corp. as territory representative in northern Ohio, selling retail and wholesale and appointing dealers. Won third prize in volume of sales in a 1930 sales contest. Was previously employed (12 years) by Helm Brick Machine Co. and (2 years) by MacGlashan Corp., Tecumseh, Mich., in sales promotion capacities and general office work. Wants position in any truck sales capacity. Will go anywhere, but prefers northern Ohio or any part of Michigan. Available now.

Kayser, R. F. (40), P. O. Box 1435, Shreveport, La. In truck business 17 years; 12 in truck sales and five as a distributor. Prefers position in Southern territory, although Northern born and raised, but can go to any part of United States. Ability and character references available.

Lowen, Samuel A., 475 Monroe St., Brooklyn, N. Y. 22 years experience in stock room installation and parts purchasing. Was two years in truck business as parts manager; 10 years as parts manager in passenger car service organization and 12 years in employ of Hulett Motor Car Co., Chandler distributor, and Brockway Motor Truck Corp. Prepared to go anywhere. References.

Marvel, W. E. (47), 3607 Paseo, Kansas City, Mo. 15 years in truck industry as dealer; distributor; factory, branch, regional and export manager. After several years as district manager of Service Motor Truck Co. was placed in charge of bus and coach division. Resigned to assume charge of G.M.T. bus sales, taking active part in development of this field. Built up export business of Clydesdale Truck Co. during five-year connection as export manager and Eastern zone manager. After a seven-month district managership of Fargo Motor Corp., was promoted to regional manager. Has excellent letters of recommendations from officials of these various companies. Presently engaged in liquidating one of the largest dealers in Kansas City, having been selected by a creditor's committee. Available upon few days notice and will headquarter anywhere. Says as to position desired: "Any factory connection where compensation will eventually be in line with past experience and results obtained. Willing to go through a "proving period."

McChord, S. H. (39), 816 Grant Ave., West Collingswood, N. J. Has years experience in branch and factory zone management. Was four years zone branch manager of the Vim Motor Truck Co.; served two years with Federal Motor Truck Sales Corp. in fleet and city sales; employed four years by Packard, Inc., as wholesale representative, and has at present temporary assignment with local distributor in capacity as special wholesale representative. Prefers a location in the East, but would consider other sections "should an opportunity of reasonable proportions present itself."

Norris, Leon U. (30), 2902 Belmont Blvd., Nashville, Tenn. Has experience in all phases of branch operation. Six years cashier and credit manager, Mack International Motor Truck Corp. Six years in auditing department of A. & W. P. Railroad, Atlanta, Ga. Prefers sales connection with truck or trucking company, but will accept anything. Ready to go anywhere. References.

Pedley, W. S., Lake Kegonsa, Cottage No. 6, Stoughton, Wis. Was in charge of public utility sales division. Connection with S.P.A. Truck Corp. severed by economic conditions. Knows and has contacts in public utility field. Can fill most any sales position. will produce references and past sales records to prove ability. Will go anywhere.

Schrader, E. M. (37), 425 Bancroft St., Indianapolis, Ind. 14 years with Relay Motors Corp.—six in factory service dept. and eight as Chicago branch manager. Qualified as factory service manager, retail salesman or branch manager. Business and character reference. Will go anywhere.

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EDITORIAL

In St. Louis representatives of the Sales Managers Bureau and the Purchasing Agents Association hold joint meetings every two months. At one of the meetings the question "What is wrong with the average salesman?" was brought up for general discussion by 40 members of the Purchasing Agents Association. The results of the discussion were ably summarized in the accompanying article by Lee J. Bussmann, purchasing agent of the Bussmann Mfg. Co., and published originally in Printers' Ink.

We haven't the slightest idea what line of business the Bussmann Co. is in, or what lines of business were represented in the discussion. What we do know, however, is that, judging by the results of the discussion, salesmen are pretty much the same, no matter what their line of business. Therefore truck salesmen should take kindly the criticism contained in Purchasing Agent Bussmann's remarks, and profit by the suggestions which he makes.

Moreover, Purchasing Agent Bussmann makes some remarks about sales management which corroborate the criticisms and suggestions made by the anonymous truck sales executive in the article on page 14, entitled "Our Industry Needs Leaders—Not Drivers." These articles supplement each other. Salesmen and sales executives should read both.

40 Purchasing Agents Look At the Faults of Salesmen

Analysis of Their Examination Indicates That Two-Thirds of All Sales Effort Has Little Effect on Buyers

By Lee J. Bussmann

UNQUESTIONABLY there has been much advancement in the work of purchasing and purchasing agents. This calls for much improvement in the type of salesmen who are supposed to be able to inform, service and sell these buyers. The question is: "Does the average salesman meet those demands—or to what extent is he effective?"

We tried to find that answer and suggested that the purchasing agents give their opinion based on their interviews with salesmen day after day. Of course, it is difficult to set up standards of comparison on a question like that, because one salesman might be entirely satisfactory to one purchaser and still be considered not at all effective with another buyer.

However, it is interesting to note that percentages averaged up indicate that purchasing agents believe that only one salesman out of three is "a salesman" in the full sense of the word and as effective as he might be. They rate another one-third as mediocre, and insist that the other one out of three salesmen or salesmen's calls is of no effect or value whatsoever.

Just consider what that means. Almost two-thirds of the sales effort has very little effect; in fact a large part of that number has a detrimental result. The figure given on the "good" salesmen, that is, one out of three, is a generous average if we are to believe the answers to that questionnaire, because a number of the better known purchasers give the figure as low as 10, 15 and 20 per cent.

What's wrong with the others? What are the criticisms and repeated complaints against the salesmen who are not effective? We'll try to set down some points as follows:

1. Badly selected men for sales work—totally unfit for very obvious reasons.

2. Untrained salesmen—very little or no knowledge of selling methods.

3. The weak, "just-dropped-in," "anything-new," apologetic type of order taker.

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This article is the second of a series designed to help those who sell and those who operate trucks to an understanding of Transportation Engineering principles—how to calculate and apply engine power, road speed, hill climbing ability, gear ratios, weight distribution, etc.

DEFINITIONS AND ABBREVIATIONS

One horsepower (hp.) = 33,000 foot pounds per minute

Miles per hour (m.p.h.) = $\frac{\text{Engine speed} \times \text{rolling radius of tire}}{168 \times \text{gear reduction}}$

Circumference of circle = Diameter of circle × 3.1416

Radius of circle = One-half the diameter

Rolling radius of tire = Distance from centre of axle to point on ground directly beneath. Actual figures are available for all standard tires

Torque = Twist, the force tending to rotate a shaft

Torque unit is a pound-foot = a pull, or weight, of one pound at the end of an arm one foot long

You Must Juggle the Gear Ratio to Lick Truck Jobs

Gears Interchange Weight, Distance and Time Elements of Horsepower to Meet Speed and Climbing Needs

CONSIDERED mathematically, a horsepower is a horsepower and it makes no difference how its three elements of weight, distance and time are scrambled so long as their product equals 33,000 pound-feet per minute. Considered practically, it makes all the difference in the world how the three elements are divided. A 500 hp. engine could not budge a truck with a 2 to 1 rear axle out of a mud hole, but a 50 hp. engine might walk the truck out with ease with a 60 to 1 overall reduction. Sometimes we need a lot of pulling ability (torque) at low speed, a dump truck pulling through loose dirt up grade, for example, at others we need little torque but a lot of speed, as in a truck coming home light on a level concrete road.

Steam engines are able to meet these varying needs because they develop maximum torque at low speeds. In fact a steam engine develops high torque at no speed at all. Freight locomotives start long trains without the help of clutch or gear reductions; the engineer opens the throttle, steam enters the cylinders and pushes against one of the pistons and when its pressure overcomes resistance on the piston, the locomotive starts to move.

Gasoline engines do not possess this pulling ability at low speed. Opening the throttle on a gasoline engine which is not running accomplishes nothing whatever. It cannot start without assistance and has negligible pulling power at idling speed. To adapt a gasoline engine for transportation service a clutch and transmission and a rear axle gear reduction are employed. Not one of these units adds so much as an ounce to the horsepower of the engine; they simply apply the engine torque and horsepower as needed by varying conditions.

Gearing as used in rear axles and transmissions, gear boxes is perhaps a better term, is simply another form of leverage. A man cannot lift the rear wheel of a truck by his muscles alone; he must have leverage so that the push or pull of his hands can overcome the resistance of the weight. In a pinch he uses a fence rail and a block of wood. On the long end of the rail he

puts all of his weight, say 175 lb., and exerts a force of 1750 lb. on the axle. Note that the simple plank or fence rail transforms the man's energy into a stronger force and changes its direction but does not increase his strength one bit. The answer is that the man's force is applied over ten times the distance that the axle moves upward and therefore the number of pound-feet on one side of the rail, measured from the block, equals the pound-feet on the other.

A pair of gears acts like a continuous lever. If a gear with 50 teeth meshes with out with 100 teeth and we turn the shaft on which the 50-tooth gear is fastened by means of a crank the 100-tooth gear will turn one-half the speed of the crank. This plan is used to turn the camshaft of an engine at one-half the speed of the crankshaft. By reducing the speed one-half we double the torque on the shaft of the 100-tooth gear. Suppose the crank on the 50-tooth gear is 12 in. long and we put another crank just like it on the second shaft. If we pull the first crank with a force of 20 lb. the second crank (neglecting friction) will show 40 lb. pull. Turning the first crank through two revolutions equals moving 20 lb. the distance covered by the crank handle in making the two revolutions, which is twice the length of the crank 12 in. or 1 ft. multiplied by 3.1416 or in figures 20 x 1 x 2 x 3.1416 x 2. This is balanced by 40 lb. on the other crank handle moving one revolution or 40 x 1 x 2 x 3.1416 x 1. We have gained no power but we have a means of transforming a 20-lb. pull into one of 40 lb.

A block and tackle applies the same principle in a different way. Rope is threaded through pulleys top and bottom to give greater weight lifting power at the expense of distance the weight is raised. When a single block is used the weight moves upward one foot if the rope is pulled down one foot. With blocks we have a ratio between distance the weight is raised and length of rope pulled down, say 4 to 1. That means that to raise the weight one foot we must haul down four feet of rope.

Shop chain hoists embody both gearing and rope and block ideas. No mechanic can lift a 100-hp. engine out of a frame, but he can do it with ease by using a hoist. He moves the hand chain many feet to raise the engine one foot, but that is a profitable exchange for him because it enables him to raise an engine which otherwise he could not handle.

Because gasoline engines run at relatively high speeds it is necessary to install gearing between the engine and the rear axle shafts. A certain truck would operate at 231 miles per hour if its engine running at governor speed of 2500 revolutions per minute were connected directly with the rear wheels. (The engine could not move the truck at this speed, but the example shows the relation between engine speed and vehicle speed.) Walter Christie built several racing cars with engines set crosswise in the chassis and connected to the wheels without gearing, the ratio being therefore 1 to 1, but this construction would not do at all in a truck.

The gear ratio of a truck is the relation, or ratio, of the number of revolutions of the engine compared with the number of revolutions of the rear wheels. Or it shows how many times the engine crankshaft and flywheel revolves to make one revolution of the rear wheels. A 4 to 1 ratio means that the engine makes four revolutions to one of the rear wheels. Ratios listed in Specifications Table range all the way from the 3.7 of the Ford delivery to 11.7 in the Federal X8.

In addition to reducing speed of rear wheels compared with engine speed the rear axle gearing increases the torque available to turn the rear wheels. If an engine has maximum torque of 125 pound-feet and rear axle ratio is 4 to 1 then there is, neglecting loss in transmitting the power, 4 x 125, or 500 pound-feet of torque for moving the rear wheels. This is an advantage so far as pulling power is concerned because it is obvious that without the gearing the engine could move the vehicle only when torque required at rear wheels was less than 125 pound-feet.

If a 4-to-1 rear axle ratio gives better pulling ability than direct, why not put in a 20-to-1 ratio and have pulling power to spare? The argument sounds logical, does it not? The trouble with carrying gear reduction too far is that what we gain in pulling power we lose in vehicle speed. Or if we maintain truck speed, we must race the engine. As with all the other examples given, when we increase one factor we lose in another. If we change a rear axle ratio from 4 to 1 to another, such as 8 to 1, we practically double pulling ability, the truck is a good hill climber and has good acceleration, but it lacks top speed. Pulling ability and speed are on a see-saw; when one goes up the other goes down. Rear axle ratio must be chosen to suit conditions under which the truck is to operate. For high-balling it across country we choose a fast ratio, such as 4.5 to 1, an engine with lots of piston displacement, torque and horsepower, and go places. For grunting up and down hills we specify a slow axle ratio, 10 to 1, for example, forget about the speed cops and "climb the side of a house" whenever we wish.

Thanks to gear boxes we can give the driver of a truck a choice of ratios between engine and rear wheels without changing axles. A transmission is simply several sets of reduction gears compactly arranged within a case. Modern transmissions provide three, four, five and seven speeds, one of which is a direct drive which takes power right through the case and out the other end without using the gears. The other speeds (ratios) comprise

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PROGRAM S.A.E. TRANSPORTATION MEETING

Toronto, Canada, Oct. 4, 5, 6, 1932

Tuesday, October 4

Morning — 10:00 A. M. — Technical
Chairman, F. C. Horner
Paper:
Ventilation of Motorcoach and Truck Bodies—W. J. Cumming, Surface Transportation Corp.
Mechanical Refrigeration of Motor Trucks, Harry Williams, Frigidaire.

Luncheon — 12:30 P. M.—Motor Coach and Truck
Chairman, B. B. Bachman
Talks:
How Motor Truck Operators Meet Regulations?—H. C. Kelting, Sec. Motor Truck Club of Kentucky, and Everett Hoar, president Hoar's Transport Co., Ltd.
Vehicular and Personal Accident Prevention—J. T. Bickell, Registrar, Province of Ontario, and another speaker to be announced.

Afternoon — 2:00 P. M.—Inspection Trip
Toronto Transportation Commission's Plant and Motorcoach Terminal.

Banquet—7:30 P. M.

Wednesday, October 5

Morning — 10:00 A. M. — Technical
Chairman, T. L. Preble
Papers:
Control of Motor Vehicle Transport Operations—F. I. Hardy, Boston.
Selling Motor Truck Transportation—R. D. King Metropolitan Distributors, Inc.

Luncheon—12:30 P. M.—Transportation and Maintenance
Chairman, L. V. Newton
Talks:
Economies of Oil Reclamation—George T. Hook, editor, Commercial Car Journal, and R. A. L. Bogan, vice-president, Greyhound Corp.
Use of Employee-Owned Cars in Business—John M. Orr, representing N.E.L.A.

Evening—8:00 P. M.—Technical
Chairman, M. C. Horine
Papers:
Legislative Regulation of Motor Vehicles and Its Effects on Design and Operation—T. H. MacDonald, chief, Bureau of Public Roads, and Pierre Schon, General Motors Truck.

Thursday, October 6

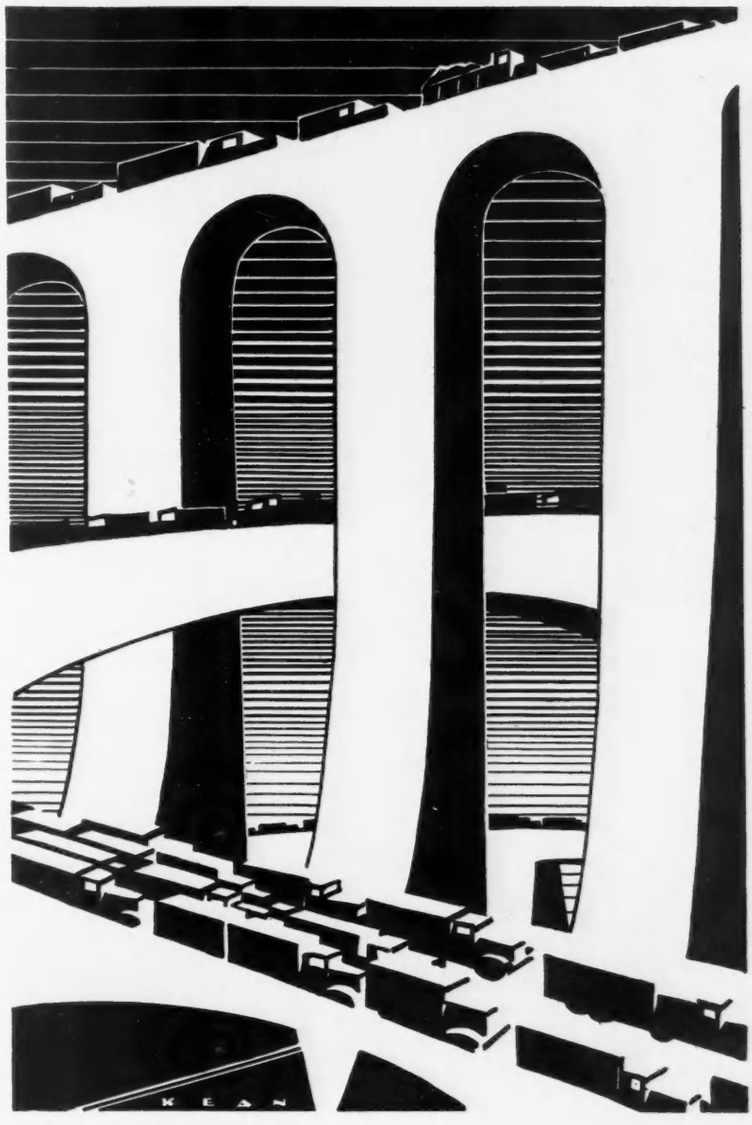
Morning — 10:00 A. M. — Technical
Chairman, F. K. Glynn
Papers:
Automotive Engines and Their Fuels—Dr. Graham Edgar, Ethyl Gasoline Corp.
Pneumatic Tires, Old and New—Burgess Darrow, Goodyear.

Afternoon — 2:00 P. M. — Technical
Chairman, A. G. Herreshoff
Papers:
Six Wheel Trucks—A. M. Wolf, Consulting Engineer, N. Y. C.
The Business of Motor-Vehicle Fleet Operation—E. E. LaSchum, Railway Express Agency, Inc.

Will Trucks Whiz Down Super-Highways Some Day?

Conversion of Trunk Line Railroads Into Toll Roads Would Eclipse All Previous Steps in Our Economic Growth

By S. R. Teager
Management Engineer



If railroads are permitted to be the masters of their own destinies, they will, beyond doubt, consolidate various lines and establish the most profitable trunks between large metropolitan centers and between points of their greatest revenue. What will become of obsolete lines?

If railroad executives decide to be conservative and disregard motor freight and bus competition, the right-of-ways and tracks may be sold to private interests who foresee the advantages of toll-type super-highways —express lines between major shipping points. The probabilities are, however, that a glimpse of the future competition of such express highways, with small motorized units literally whizzing back and forth, will cause the consolidated railroads to sponsor this plan themselves. Such a program will eclipse all previous undertakings in the field of motorized traffic. Subsidiaries will be organized using right-of-ways as a part of paid-in capital. After all, those road-beds are worth a fortune for road-building purposes.

A bond issue will provide necessary capital for the actual work required to transform a steel highway into a concrete super-highway. There will be practically no waste in the conversion process for even the tracks could be used for guard rails. As far as the road-beds are concerned, what could be any better for super-highway foundations than hard-packed beds that supported steaming steel giants?

Will a super-highway of this type pay for itself? For the answer, we can measure the present amount of intercity bus and motor express traffic. Other toll-type projects also furnish indications. Do Holland Tunnel, Bayonne Bridge, and George Washington Bridge pay for themselves? Of course they do. According to published records, they are away ahead of their sinking fund requirements, yet the operating expense of Holland Tunnel is by no means a small item. Its ventilating system alone requires 6000 hp., costing approximately $30,000 a month for power. The toll charge, as we know, is only 50 cents per car.

$50,000,000 would comfortably convert the rail-beds into a super-highway six cars wide from New York to Chicago. Interest requirements on a 6 per cent basis, the sinking fund amortizing the road on a 10-year basis and reasonable operating expenses, all put together would call for hardly more than $9,000,000 a year or $25,000 a day income. Present railroad fare of 3½ cents a mile contains roughly 4 per cent for interest charge. Allowing another 4 per cent for taxes, an average passenger pays approximately $0.0028 per mile traveled on the railroads. On a 1000-mile distance, this charge will figure up to $2.80. To pay the interest and operating expense of $25,000 a day, the proposed highway sinking fund must be assured of 9000 cars, taking the toll at $2.80 a car on a distance of 1000 miles. The Holland Tunnel, on a short span of a few miles, handles from 20,-

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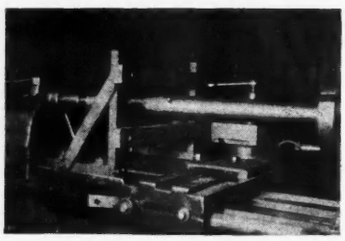
WORLD'S LARGEST MAKES SALVAGE AN



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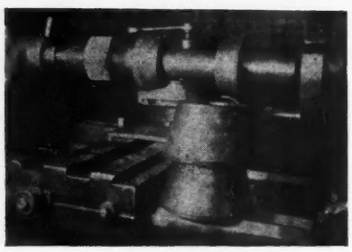

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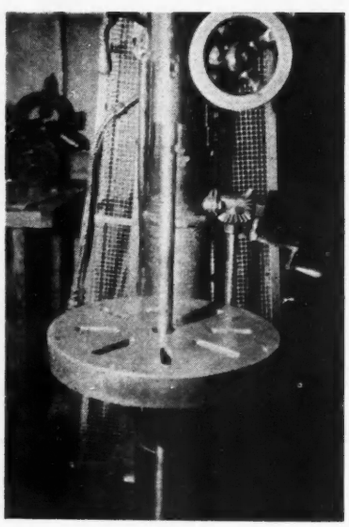

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Beginning a Series Which Takes Truck Fleet Operators Through New York City's Central Motor Repair Shop

By JAMES W. COTTRELL

THE Cental Motor Repair Shop Building in New York City is a fleet superintendent's dream come true. So far as known it is the largest fleet maintenance building in the world. Within the building is every facility needed for complete overhaul and rebuilding of motor trucks and passenger cars, in fact, it is a maintenance factory which repairs and overhauls city-owned motor equipment.

The building is occupied by the Department of Plant and Structures, the Department of Sanitation and the Police Department. Each department maintains its own staff and equipment in the building and its own stock of parts. Administration of the building itself is by the Department of Plant and Structures, under the direction of which it was constructed.

Situated on New York's East Side, its first appearance is impressive. It comprises 10 stories of reinforced factory type construction and towers above the rows of houses in the neighborhood.

These striking first impressions obscure, for a time, the extensive salvage operations in which the departments are engaged. It is quite simple to tear down a truck, or a major unit such as an engine or rear axle, discard all partly worn and defective parts and reassemble. But that method is not followed here. Not only are units reclaimed by rebuilding but every part which can be saved for more service is salvaged. Crankshafts are reground and cylinders machined, but that is only a part of the story. Small and large parts are salvaged by welding and machining. Rebushing of wearing surfaces not originally bushed extends from little parts to dump body hinges. And when units reach the stage of discard all usable parts are removed for installation in other units.

Let no one assume that these salvage operations are last resorts to keep worn-out equipment moving. Throughout the establishment, in all departments, high standards of workmanship and inspection are maintained. Salvaged parts and units must stand up in service in competition with new.

Still less obvious, on first inspection, is the fact that the different shops have developed shop-made jigs, tools and special devices for these salvage operations and also for routine work. Imbued with the idea of saving parts cost whenever possible the shop men have gone after problems on individual jobs with determination. The result is the largest assortment of time and money-saving shop kinks found in the preparation of this series of articles.

How many thousands of dollars the shops in this building save in the cost of fleet maintenance each year is not known but it, perforce, must reach big figures. For that situation the citizens of New York City are concerned. Of particular interest to shop men everywhere are the devices, used in this building, which may be used in shops large and small everywhere.

Machine Shop, Department of Plant and Structures

Like most other departments in the building, this machine shop is devoted largely to salvage operations and most of the shop-made devices used were designed for salvage work.

Fig. 1. Cylinder Block Fixture

A frame mounted on the carriage of a lathe permits boring cylinders for sleeves. It is simply constructed of bars, there being two end braces and two parallel bars to which the cylinders are bolted. A standard boring bar with fly cutter removes cylinder material.

Fig. 2. Brake Drum Arbor

In addition to trucks, passenger cars are overhauled by this department and the brake drum turning arbor shown can be used for several different models of brake drums by exchanging pairs of cones.

Fig. 3. Hoist Body Boring Bar

A boring bar which is used in a drill press. By applying a bronze bushing to the center hole of the

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SHOP ART

Story of the Biggest Shop Hint Story Ever Tackled

Getting the story of shop hints from the largest fleet maintenance establishment in the world was a lot of fun and pleasure—imagine a sports writer assigned to cover the Olympics. But it turned out to be a lot bigger undertaking than it seemed at first. There were so many time and labor saving ideas that a generous supply of films was exhausted. Acres of shop floor space were covered. Complications arose, three city departments had shops in the building, each must be consulted, the far-flung Lindbergh police dragnet was encountered.

No one can nonchalantly stroll into the Central Motor Repair Shop Building and take photographs and notes. There are rules to the contrary and personnel to enforce them. The staff graciously explained the channels through which permission for the writing of this story should be sought. Letters were written to the designated city officials. Answers gave authority with the proviso that photographs and the story must be submitted for approval before publication.

Then came the eventful day when I visited the establishment again armed with letters which opened all doors. The staff was not only obedient but kind and helpful. I spent a whole day like a boy at a three-ring circus trying to see many things at once and listing the shop-made devices to be included in the story.

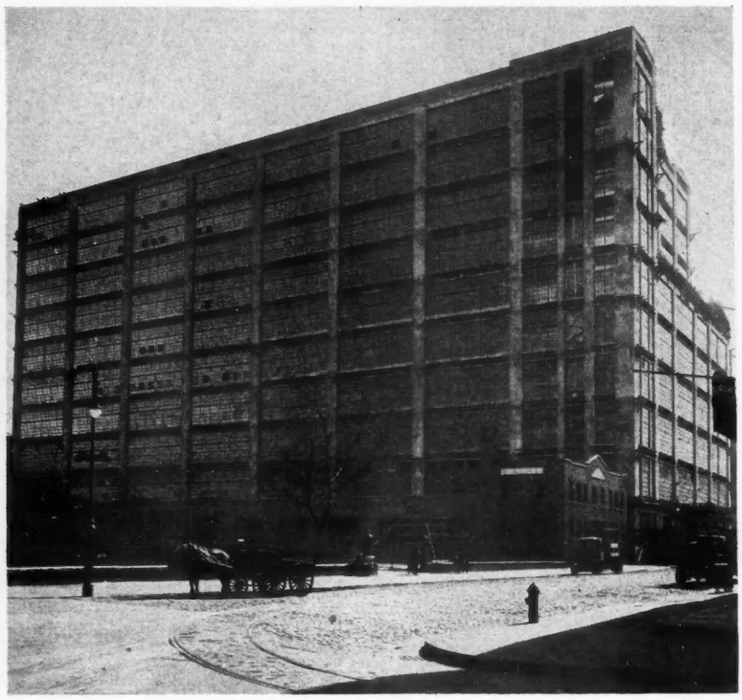
Next morning the listing continued for a short time pending the arrival of a staff photographer from the Philadelphia office by automobile. He did not arrive at the appointed time nor at an interval allowing for a puncture. He finally arrived with intimate knowledge that the police search for the Lindbergh baby was on in earnest. Three times he was stopped for searching of his car. It was a sport roadster with two cameras, two tripods, two spot lights and a lot of miscellaneous material in the rear deck.

Then followed two days of steady photographing. So many devices were found in three separate tool rooms that we set a stage with spot and footlights on which the shop hints were placed one right after another to save the time of individual set-ups.

Printing more than 100 photos and then separating them into the different groups according to shops in the building was no simpler than a bridge problem. A third trip to the shop followed, during which photographs and descriptions were checked again. Several more ideas overlooked on the other visits were found and photographed.

The final draft of the story and prints of photographs were sent to each of the three departments for approval. Followed days and weeks of waiting and then permission from all three.

Through the courtesy of Albert Goldman, Commissioner, Department of Plant and Structures; Dr. William Schroeder, Jr., chairman of the Sanitary Commission of the Department of Sanitation, and Edward P. Mulrooney, Commissioner, Police Department, we are privileged to portray a trip through the Central Motor Repair Shop of New York City. Look for remaining stories in subsequent issues.



Situated on New York's East Side, first appearance of the Central Motor Repair Shop Building is impressive. It comprises 10 stories of reinforced factory type construction, the ground floor measuring 346 by 173 ft., and floor area totaling 550,000 sq. ft.

table the bar is used to rebore lift arm links on dump bodies. Elongated holes in the links are bored to an oversize, and bushings are installed, allowing use of standard size pins. Of course, links need be rebored but once as the bushings are renewable.

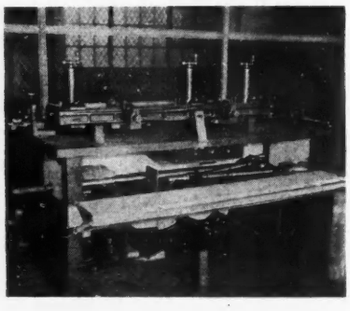


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Fig. 4. Bearing Machine Stand

A modified portable work bench carries a complete bearing machine outfit to the job. At one end of the table the bearing fillet cutter is mounted and a connecting rod boring machine is fastened to the other end.

A main bearing boring outfit is carried on top on shaped blocks and it is of course removed at the job.

A shelf provides the lower compartments. The boring bar of the main bearing tool is carried through this compartment and one end extends through a hole in the end of same. The shorter bars and connecting rod bars are carried on the shelf. Folding doors which are locked with a hasp cover the two lower compartments. The whole stand is on casters and may be moved anywhere in the shop as desired.

Fig. 5. Brake Drum Mandrel

Both front and rear brake drums may be mounted on this single mandrel. This reduces the number of mandrels required. The mandrel shown is made to fit wheel bearings and wheel hubs.

Fig. 6. Wheel Puller

Chrome vanadium steel is used in the bolt and nut of this puller for International Harvester truck wheels. A puller made of ordinary steel would not last long under severe service.

Fig. 7. Door Ferrule Tool

Door handle ferrules frequently work loose. To fasten them firmly an expander has been built up from a valve lifter. The spring compressor jaws are removed from the valve lifter and new jaws inserted, each with a sharp-pointed tip extending outward. The ferrule is placed over the tool and inserted in the door. When pressure is applied the tips force the ferrule metal outward. When such a ferrule is driven in place it stays put.

Machine Shop, Department of Sanitation

The machine shop on the fourth floor operated by the Department of Sanitation contains an unusually complete assortment of machine tools. This shop overhauls many truck units in addition to doing machine tool jobs on all sorts of parts.

Many jigs and special tools were designed by the shop force for salvage work. A large number of these devices were designed to save time on specific operations, others make it possible to perform the operation. Examples of both types of devices are given in the accompanying photographs and descriptions. These are not all of the devices in the shop but they comprise a typical selection.

Fig. 8. Internal Brake Shoes

A special attachment for a large pedestal grinder is used to grind the cam surface of internal brake shoes

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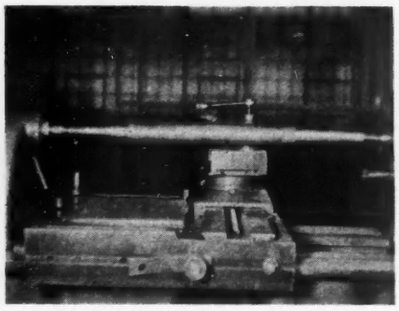

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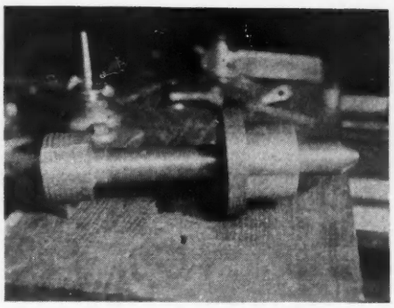

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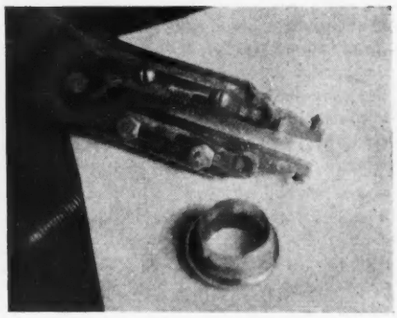

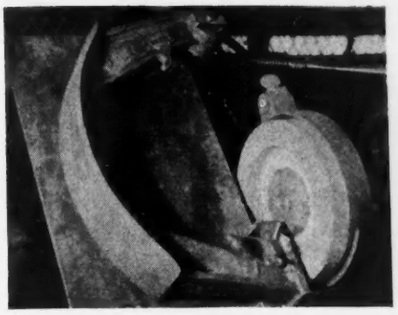

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after the surface has been built up by bronze welding (will be described in later issue). This attachment comprises a flat steel plate, at the upper corner of which is a round bar simulating the stationary brake anchor pin. At the lower corner there is a block and a clamp to support the lower end of the shoe. The plate is supported by a bracket placed so that it can revolve about a shaft parallel with the grinder shaft. An arm and counterweight balance the assembly so that the end of the brake shoe can be moved across the wheel, thus providing a smooth and true surface.

Fig. 9. Transmission Cases

In addition to welding breaks in transmission cases, wear is overcome by rebushing. One operation is that of rebushing the opening for rear bearing containers. As shown in photograph 9b the transmission case is set up on the table of a radial drill and bearing holes are bored out to a standard oversize by means of a fly-cutter. A turned bushing, made of tubing, is then inserted, as in photograph 9a, restoring the hole to original size.

Bolt holes around the bearing opening, which have stripped or worn threads, are reclaimed by inserting bronze bushings. Bushings are made of bronze tubing threaded USS on the outside and tapped for transmission bearing cap screws.

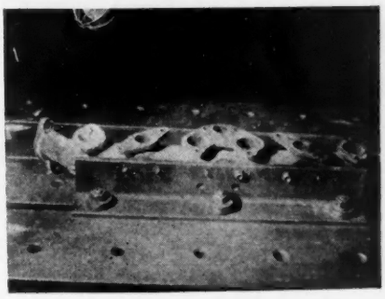
Fig. 10. Steering Gear Housings

Steering gear housings are salvaged by inserting new bronze bushings on the steering shaft as well as the cross-shaft and then reaming the new bushings to size.

Pilot bearings to guide the reamers were made in the shop out of pieces of bronze. Two of them are shown in the center of reamers in photo 10a.

Close-up of the operation in Fig. 10b shows the reamer about to enter lower bushing, being guided by the pilot bearing at the top. Cross-shaft bushings are reamed in the same manner.

A lathe chuck is used on the drill press table to support the steering gear housing during reaming, as shown in photos 10a and 10b.



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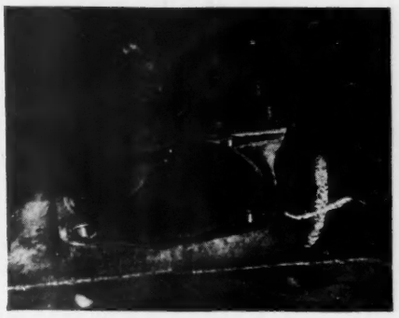

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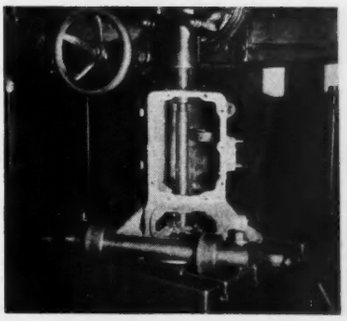

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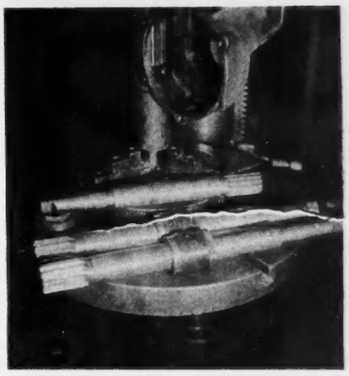

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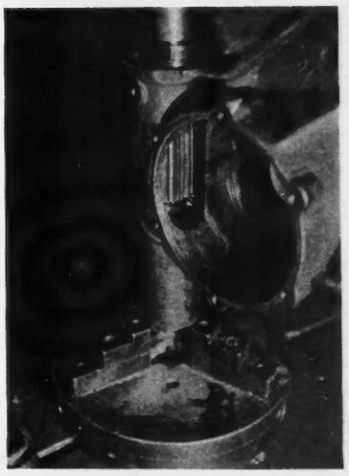

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Fig. 11. Crankcase Magneto Bracket

Worn crankcase magneto brackets, which are integral with the case on White engines, are restored when top surfaces are worn by milling and by fastening in place a ⅛-in. steel plate.

Two steel blocks support the crankcase during this operation at the proper height to suit the milling machine. Method of supporting the case is shown in the photograph and one of the hold-down bolts with a spacer bar can be seen in the upper right corner.

Aluminum is removed in two cuts, a roughing cut of .110 in., a final cut of .015.

Fig. 12. Intake Manifold Flanges

White truck engine intake manifolds have two blind bolts in the bottom. To hold the manifold in position for milling the flanges after welding, a special mounting block was made in the shop. The manifold is fastened to the block and the block is fastened to the milling machine table, as shown.

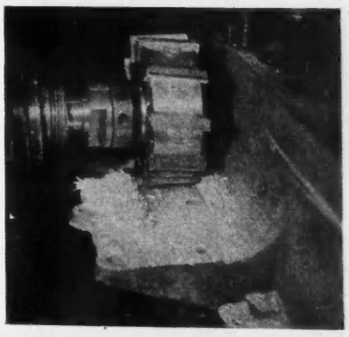

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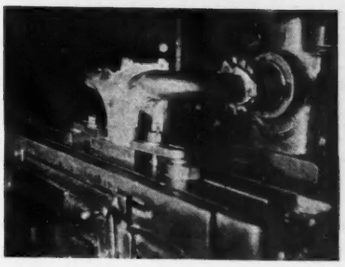
Fig. 13. Exhaust Manifold Flanges

Exhaust manifold flanges are machined when warped or after welding in a milling machine or shaper. Special brackets, made in the shop, support manifold during this job. The bracket shown was made of a large angle iron drilled on one side for three mounting bolts and on the other side to match manifold bolt hole.

(The next instalment will commence with a list of shop hints used in the engine department.)



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PREVENTIVE MAINTENANCE IS BROMO FOR WINTER HEADACHES

All Parts Affected by Low Temperatures Should Be Inspected Every 5000 Miles to Forestall Winter Troubles

BACK in the olden days a driver who hitched a horse in a cold wind without a blanket met scorn and protest from his fellows. Nowadays a thoughtless fleet manager who neglects trucks in his charge in winter time escapes the S.P.C.A., but he is punished by trials and tribulations throughout the cold season and the consequent headaches. A milliner looks forward to Easter with no more eagerness than a fleet organization which worries through the winter without taking steps in time to prepare for low temperature operation.

The minimum of protection, draining off some water and pouring in some anti-freeze, seems little enough to protect valuable machinery from damage, but many owners object even to that. They have come to look upon anti-freeze as a necessary, withal an expensive, evil. By giving attention to the requirements of operating in cold weather not only can the cost of anti-freeze be reduced but troubles largely prevented and efficiency of operation raised.

Many operators who have put their fleets on a strict periodical inspection plan with check-up of each cooling system part at least every 5000 miles find that they reduce winter operating cost and time out for repairs as well.

Obviously radiator, pump and water jackets should be clean before anti-freeze is added. If there is any trouble from clogging, the solution may be lost gradually or all at once. Flushing water through the radiator drain cock is the simplest way of cleaning out the system, but reverse flushing is advised if the radiator and jackets are known to be partially filled with sediment. (The reverse flushing plan was described in COMMERCIAL CAR JOURNAL, November, 1931, issue, page 28.)

After the system is cleaned the system should be checked over for necessary repairs and adjustments to insure a winter's service that is as free as possible from cooling troubles. The first requirement is that the system shall be tight so that anti-freeze cannot escape, and the second requirement is periodic inspection to see that it stays tight.

Putting anti-freeze solution in the water does not raise its temperature, and the need for keeping operating temperature of the engine at the efficiency point still remains. Radiator covers are installed or shutters and thermostats put into service after the summer vacation. Hose and hose connections and gaskets are checked for leaks at the time and within the near future. One break in a hose can pump overboard a filling of anti-freeze in a matter of seconds. A slow leak in a gasket, almost imperceptible, allows dollars worth of solution to seep away in a winter season.

Pump leaks very often account for slow loss of solution. Although design has been improved and many pumps have only one stuffing box or packing to leak, and provisions for packing are more generous than formerly was the case, packing and shaft

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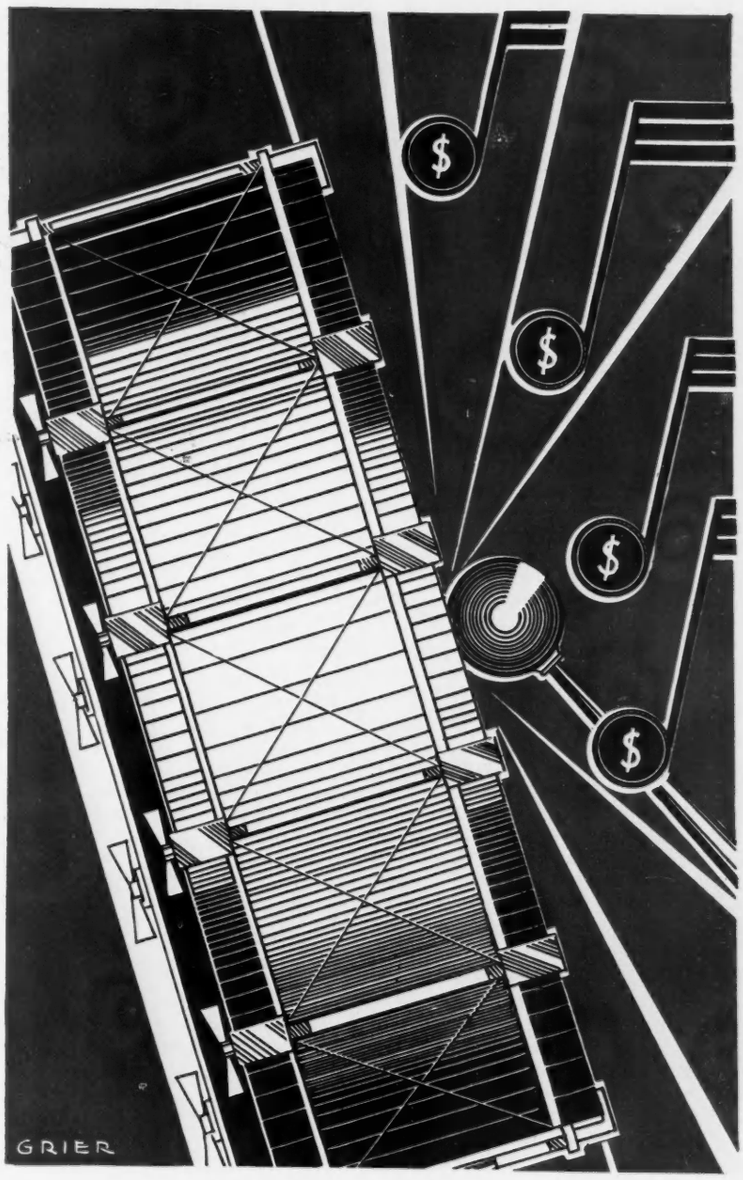
There is Fleet Repair Work For Dealers Who Drum It Up

This is the Experience of a San Antonio Dealer Who Sells Repair Work With Same Diligence as Trucks

By A. W. Roe



THAT expert automotive service must follow commercial car sales and be not far behind the time of the actual delivery of the commercial equipment is the view of Marcus H. Clark, general manager of the Milam Chevrolet Co., San Antonio, Texas. This aggressive sales and service establishment has in the short period of five years since it appeared on the automotive horizon of southwest Texas become a consistent sales and service leader in southern Chevrolet circles.

Efficient and fast dealer service to fleet owners is declared by Mr. Clark as being one of the surest ways through which to effect sales of new commercial units to both present and prospective customers. It is true, he says, that fleet owners are becoming keenly alive to the fact that the performance that they get out of their commercial cars is dependent upon the brand of service that the dealer gives them. They want the service to be dependable and they want it to be fast so that they may keep their equipment on the highways as much of the time as is possible, and they are becoming more and more critical of the brand of service dispensed by dealers from whom they purchase their trucks.

The utility of a truck service department in bringing profits to the company that maintains it is also recognized by Mr. Clark. Until a few years ago the attention of automobile dealers generally was centered on the new-vehicle merchandising end of their business, with the result that the service departments were frequently looked upon as a necessary evil if not really neglected. While every legitimate effort is made by this progressive Texas Chevrolet concern to place new commercial cars, the servicing of all kinds of automotive moving stock is made a big feature of the business. The Milam company has its business departmentalized into four major departments: new car sales, commercial car sales, used car sales, and service. The service department has six or seven divisions, including new car service, commercial car service, used car service, refinishing, body repairs, battery service, and parts merchandising. Commercial cars are given the same careful attention as are passenger cars. If anything, servicing of trucks and other commercial units is faster. Night servicing of commercial units has been offered customers for some time. The success of night servicing and the extra profits thus resulting from keeping the service shops running at night have caused the management recently to install a 24-hour service schedule for both passenger and commercial cars.

"The chief trouble with truck dealers is that they either neglect to go after the repair work of truck fleets or that ih going after it they fail to convince the fleet establishment that they are capable of doing the work as well as

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Shall Progress Perish?

◆The voice which railroad proponents have raised in support of demands against motor trucks reeks of selfishness. It is unprecedented in competitive business annals.

These proponents are the hundreds of thousands of individuals who are employed by the railroads and the hundreds of thousands of individuals and concerns who are investors in railroad securities. With jobs and investments seemingly in jeopardy because of the curtailed earnings of railroads it is an understandable reaction of human nature for these fearful thousands to rally to the support of their source of livelihood and of dividends. The fact that this support has taken the form of hitting blindly at the motor truck —a tiny speck compared with the huge blotch of red ink which general business conditions have splashed on railroad ledgers—is simply an indication of the hysterical nature of the attacks on motor trucks.

Railroad workers and railroad investors need to approach the task of reestablishing the earning power of railroads in a saner fashion. In the first place they need to divorce themselves entirely from the influence of railroad management and to recognize railroad strategy when it is dangled before them in the guise of unrestricted highway competition. Trucks aren't responsible for the passing of railroad dividends. The Bureau of Railway Economics itself places the total commercial freight ton-mileage hauled by trucks, electric railways and airplanes at but 2 per cent of the total. And yet the railroad faithful nibbled greedily at the dangled red herring and made as much "to do" about it as railroad strategists hoped they would in order that it might be used as an important reason for the poor earnings' showing and for seeking reductions in wage scales.

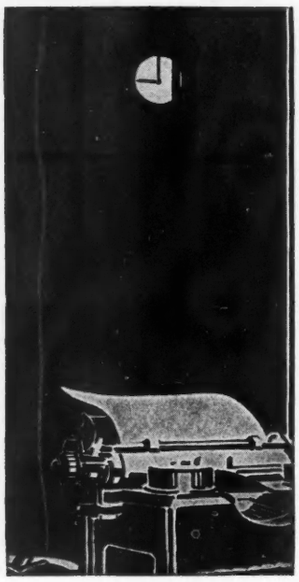
It would be a wholesome thing for railroad transportation if the brotherhoods and the investors were to turn their critical faculties to play on railroad management with the same enthusiasm that is being expended on that infantile 14 per cent of the truck field known as the haul-for-hire business. The responsibility of management is a child's task if it can be satisfied publicly by pointing at competition, saying it is the cause of all difficulties, demanding that it be curbed by legislation, and then having legislators attend to the demand.

The salvation of railroads is not in the elimination of competition. Thus to invoke the principle of legislation against a competitor is to seek a protection which would put a millstone around the neck of progress. It would have enabled the stagecoach to be rid of its competitor, the steam locomotive; the silk industry to continue on at the expense of rayon discoveries, etc., etc., down the long list of competitive enterprises.

There are many sick businesses in the country today which would recover immediately if their competitors were legislated out of business. But this is not true of railroads and motor trucks. To legislate the truck out of business or to burden it with taxes and restrictions which result in higher operating costs, is merely to take a backward step in the direction of higher living costs.

And that is the important point which legislators must bear in mind as applying to all of their constituents when a minority of selfish railroad proponents demand oppressive and confiscatory legislation.

AFTER



HOURS

Somebody's "Nuts!"

◆The propaganda of railroads in favor of restrictive motor truck legislation is another evidence of railroad stupidity. You might call it shortsightedness but no matter how you cut the expression it is still stupidity.

Reconcile these facts with intelligent management if you can:

First: The railroads protest vehemently that their railroading activities are hampered by the provisions of the Transportation Act. They declare they are over-regulated and demand that they be given regulatory relief.

Second: The railroads, after completely ignoring the motor truck for years, inaugurate trucking services for the express purpose of winning back the freight traffic they lost through stupid disregard of a more flexible and more efficient means of short-haul transportation. They are now "experimenting" with store-door delivery of less-than-carload and of carload freight. In these "experiments" they are using the services of independent truckmen, of the Railway Express Agency and of subsidiary companies. They have also announced the organization of a subsidiary of the Railway Express Agency which will perform a strictly over-the-road trucking service. In addition, to effect operating economies, they have abandoned hundreds of miles of unprofitable branch rail operations and substituted trucks and buses.

Third: While getting into the trucking business, as the above facts indicate, they promote a nation-wide campaign to restrict the sizes and allowable weights of motor trucks, to saddle the truck with burdensome taxation, regulation and in every way to hamstring highway transportation services.

How does the railroad mind operate, anyway? It cries for relief from regulation in one breath and for more regulation in another. Where is the sense in campaigning for burdensome taxation and ridiculously restrictive regulations when such legislation will impair the efficiency and the profitableness of the railroad-operated trucks?

The truck is recognized, even by railroad men, as the most efficient and economical means of short-haul transportation. Why then should they disregard its potentialities as a profitable railroad adjunct? Why should they now demand the most restrictive and burdensome forms of truck legislation if there is even the remotest likelihood that in the future they may wish to be relieved of it?

Executive Endorsement

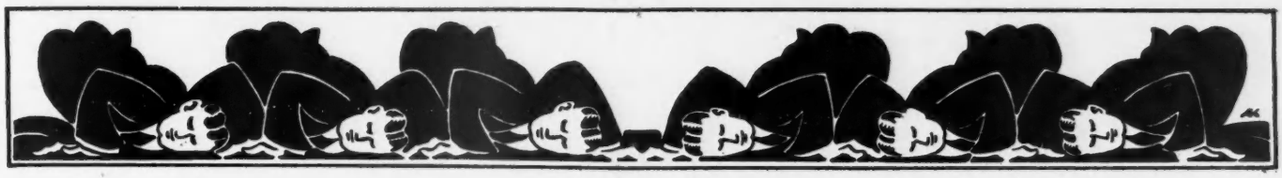
◆The job application service inaugurated by Commercial Car Journal last month and continued in the current number has, according to letters received by us, the unqualified approval of factory executives. This should be extremely heartening to the men who have sent in their applications, and should stimulate other unemployed men to place their names on C.C.J.'s honor roll of unemployed.

The executives to a man laud the service as a good thing not only for the unemployed, but the employers as well.

Julius Klein, the prominent assistant secretary of the Department of Commerce, had this to say:

"The efforts you are making to place good men in the truck industry are highly commendable and should offer a constructive service to the unemployed salesmen as well as to the factories constantly on the lookout for efficient and well-seasoned truck men."

And he concluded with this encouraging observation: "An examination of the 1931 commercial vehicle situation reveals that registrations and production tend to hold up better, relatively, in times of depression than passenger cars. The truck or bus, being a means of livelihood for some individuals or concerns, should be among the first types of vehicles to be replaced when conditions improve, and sooner or later our factories will have real need for the type of individuals whose records you have supplied."—G.T.H.



Our Own Ear to the Ground Department

Little Things Count Up

Engine design in line with easier servicing and bigger mileage between overhauls always continues. G.M.T., for instance, has a new engine with valve inserts. Another development, which has already reached the truck field through the Chrysler Z-1 engine, and should see wider use in future, is an "interchangeable" liner for the big-end bearings of connecting rods.

Note for Mr. Babbitt

These liners are quite similar to the thin-wall steel-backed bearings which made their first appearance about a year or so. If a rod burns out, the manufacturers point out, you don't have to wait for rebabbitting, etc. Just slip in a new shell.

Hop-Skip-and-Jump Wagons

Competition in the door-to-door delivery truck business promises to be even keener in the future. We have it from Dame Rumor's husband himself, old man Mr. This-is-a-fact, that another of the old established truck manufacturers will shortly enter this field with an interesting new design.

Lawmakers or Engineers?

Some engineering departments seem to have made up their minds that there isn't going to be an awful lot done about lifting some of the legal restrictions which encumber the operations of trucks on the highways. If some of the designs now being worked on come through satisfactorily, we will be able to thank a lot of wiseboy legislators for important engineering improvements.

When 1 Plus 1 Is 3

These designs are largely based on the idea of getting more loading space into the area or cubic volume allotted by the various state laws to trucks, and trailer-truck trains on highways. Just take this matter of over-all length limitation, for instance. Engineers readily recognized that if they could effectively shorten the tractor unit, a bigger, longer trailer could be hitched on.

Cab Design Goes Forward

So it is quite possible, and even likely, that in the not too distant future you will see trucks, and tractor trucks, with the driver alongside the engine, again, in the well-known English style, or somewhat along the lines of those well-known Autocar models with engines under the seat, or horizontal-opposed cylinder type engines as used in the good old days of two-lungers, five-cent beers and sideboards.

Floors Pul-ee-se?

That saves a good deal of the length of the cab. Then next we get into the over-all height limitation. If it weren't for that, the over-all length wouldn't be quite as bothersome. Now, however, thanks to the lawmakers, it is quite likely that we will have in the near future doubledeck trailers in greater quantities, with a loading height or floor height for the first "deck" of around 14 to 15 in.

No Laws on This, Anyway

It means pretty small road clearance under some of the axles, but that isn't a particularly worrying factor to engineers today.

"Thin Walls" Not Answer Here

The only thing that engineers don't seem to be able to do a lot more with is the over-all width limitation for the big fellows. They've already done pretty good work along that line, getting all the spring pads, brakes, dual wheels, and so forth, but there isn't much that you can gain sideways in a body, except perhaps by making the walls of the body thinner. The big saving is going to come fore and aft and up and down.

Welcome to Our Midst

The old idea of "seasonal" sales appeal, as opposed to completely vocationalized selling, seems to be making some headway among the producers whose products are located well within the lowest part of the truck price-range. Another large outfit is eying the idea with favor, although that is no indication that it will be adopted next week.

Rip Van Winkle Waking Up?

It is interesting, however, to note that even in the lowest price field "transportation merchandising" is to some extent replacing the sale of truck chassis for any old body and equipment. It is becoming increasingly recognized that a truck does not consist of a chassis, or a chassis with cab, but rather of a complete unit, designed to perform some specific function for which it is to be sold.

More Specialized Bodies

This is leading another truck manufacturer to extend his body building program into more diversified lines. Whether or not he can show any advantage thereby over cooperation with body builders is to be questioned, of course. That's his problem, and not quite the point.

More Points for the Salesman

The idea is more that here is a truck manufacturer who can and does furnish a vehicle complete for the purpose intended. He can advertise it as such. He is finding reliance on chassis salespoints to clinch a sale increasingly difficult.—A. F. D.

THE OVERLOAD

And the Gurgling of Firewater

Toronto, where the annual S.A.E. Transportation Meeting will be held Oct. 4, 5 and 6, was made to order, so to speak, for just such a purpose. The name Toronto is of Indian origin, meaning "a place of meeting." The site, in the days before the coming of the heap big paleface, was an established rendezvous among the neighboring Indian tribes. Consequently, if we are to believe our dime novels, the place has resounded to the ugh-ughs and sundry other grunts of red-skinned savages.

Putt and Grunt

If there's any S.A.E. grunting in Toronto it will be on the hilly and woody golf courses. It is customary, we hear, for the newcomer to approach the first tee in high spirits with hopes of a pleasant round. Glee changes to grunts about the fourth hole and to ear-splitting expletives from the ninth in. Thence the newcomer approaches his hotel with higher hopes of a pleasanter round of spirits.

Call Them "Names"

Toronto golf clubs have an odd habit of naming the holes on a course. They don't refer to the ninth, tenth or eleventh. You'll hear them speak of "The Eagle's Nest," "The Dell," "The Gully," "The Pines," "The Boundary," "The Punch-bowl" (not the nineteenth), and so on. Usually there's a good reason for each name, although golfers from this side will doubtless agree that some of them should be renamed "Pain-in-the-Neck," "Pain-in the-Eye," "Pain-in-the-Pants," and such-like.

Here's a Scoop

This is a scoop on the adjoining E.t.t.G. column, which says that "in the not too distant future you will see trucks . . . with horizontal-opposed cylinder-type engines." By "not too distant future" A. F. D. could not possibly have meant Sept. 9. And yet on that day, Jack Feehan, of the White Co., has just wired us White will show for the first time its horizontal-opposed 12-cylinder engine. It is long and flat and not much more than a foot in height. White's first use of it will be in a metropolitan type bus, but may eventually find its way into certain types of truck chassis. Which may be sooner than you suspect.

And Here's a Shovel

The Bearcat Shovel Works, Ravenna, Ohio, has brought out a new ⅜-yard convertible shovel which is light enough to mount and transport on a heavy-duty motor truck. The Bear Cat, Jr., as it is called, weighs only 6½ tons complete. A three-speed transmission between the motor and take-off gear provides three travel speeds and two operating speeds, for ordinary and light digging. E. T. Geddes, advertising manager, passed this along to us with the observation that "It may suggest new field of activity to dump and stake truck operators whose volume of business has fallen off." The Junior, he says, sells for much less than even a heavy-duty dump truck.

It Really Doesn't Matter, But—

The address of the Studebaker Sales Corp. of America, Detroit, Mich., is 12345 Woodward Avenue.

"Erin Go Broke"

In congratulating Tom Barry, secretary of the Merchant Truckmen's Bureau of New York, upon his nomination by Nassau County Democrats for the State Legislature, we wrote: "And may all the saints of Ireland come down and vote the straight Democratic ticket." And Tom wisecracked back: "We don't need so many Irish saints out in Nassau County as we do 'angels.'" Tom has 11,000 votes to knock down before he can be elected.

On the Banks of the Cuyahoga

Norman Shidle, our directing editor, passed this one along from Cleveland, where he attended an S.A.E. Council meeeting: "Cleveland is just completing an imposing bridge across the Cuyahoga River. Large, upright figures adorn several pylons, each figure holding a motor truck symbolizing the spirit of transportation. So far so good. But (sad commentary on Cleveland's care for her civic pride) after the figures were finished, a close looker discovered that the trucks had been modeled unmistakably from a vehicle produced by a large truck company having plants in Long Island City, Allentown, Plainfield and points East! Civic righteousness arose magnificently, however, the story goes, and belated justice is being done to Cleveland's big truck maker."

Loomis Return Looms

Ed Loomis, secretary (between automobile accidents) of the truck division of the N.A.C.C., is out of the Noble Hospital and at his father's home. He makes the rounds between the bed and the dining table in a wheel chair. He expects to be at his Rye (Indian word meaning booze), N. Y., home Sept. 10 or 11, the date depending on how well his wheel-chair stands the three-a-day grind.

Light and Easy

If there's a fleet operator who doesn't want his garage night force bothered opening doors for incoming trucks, he can solve the problem as did the Albany garage of the New York Power & Light Corp. A photo-electric cell, in the garage door, is actuated by headlight beams.

We'll Be Seeing You

Here's hoping you can sell the boss on the trip to Toronto.—G. T. H.

1931 Truck Accident Rate Drops to a Lower Level

Over 500 Fleets Report to National Safety Council

By Martin J. Koitzsch

THERE isn't a youngster in the little red schoolhouse, no matter how disinterested, who does not return home with some good idea stamped in his obstinate little tow-headed skull by the persistent hammering of a school marm. While perhaps not the most elegant, this schoolhouse analogy fits to a T the creditable work the National Safety Council has been and still is doing in the motor transportation field. Its teachings, of course, do not always meet with the resistance of a tow-headed youth; to the contrary, increasing numbers are absorbing the lessons with willing and receptive minds. But the fact remains that the great educational work the Council is projecting is beginning very definitely to bring results.

The Safety Council's 1931 report of commercial vehicle accident rates is most revealing testimony of its diligence in the cause of motor vehicle safety. First of all, the report shows that fleet operators, who are bringing home to their drivers the thought that it takes more time to report an accident than it does to prevent one, to quote a Council slogan, have succeeded in reducing accidents in 1931 one-eighth over 1930. According to the report the two-year accident experience of 151 fleets, operating 8000 vehicles, changed for the better, being 12.1 per cent lower in 1931 than 1930. The rate was 6.64 accidents per 100,000 miles in 1930 against 5.84 in 1931.

(A reportable accident is defined by the Council as being any accident in which the vehicle is involved, unless properly parked, where such accident

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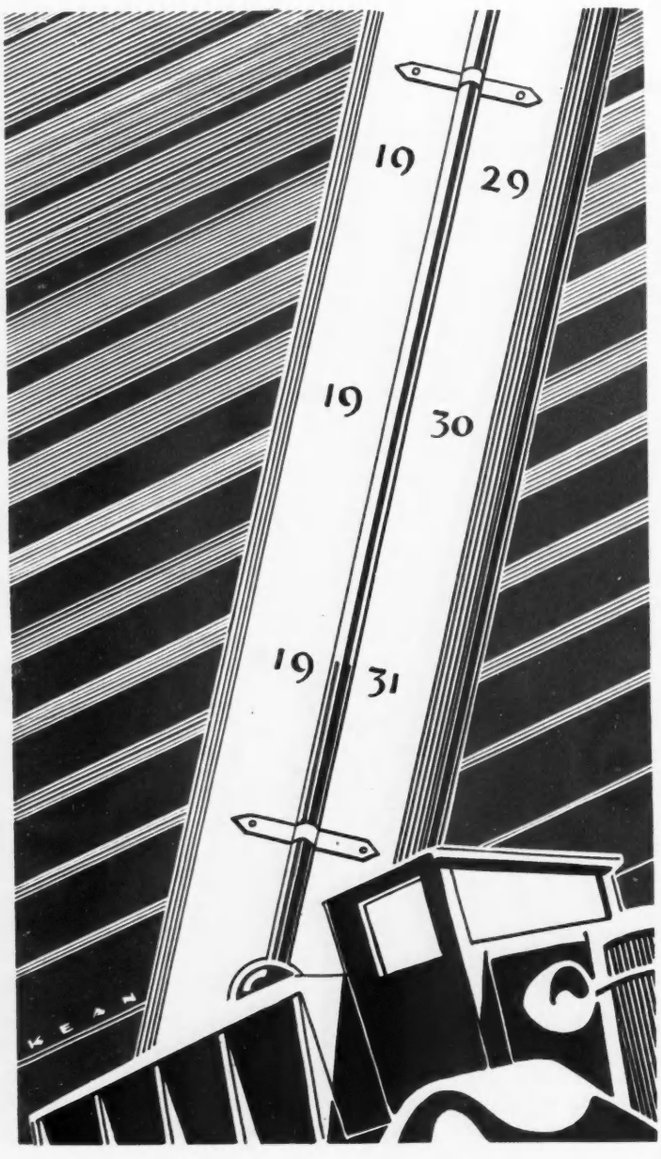


ACCIDENT ANALYSIS OF 499 FLEETS

CLASSIFICATION	No. of Fleets	No. of Vehicles	No. of Vehicle Miles (000)	No. of Accidents	Rate
All Groups	**499**	**32,759**	**442,616**	**22,474**	**5.08**
Passenger Cars	**53**	**5,553**	**82,926**	**1,383**	**1.67**
Buses	**25**	**2,332**	**96,303**	**5,409**	**5.62**
Trucks	**405**	**22,284**	**252,208**	**14,241**	**5.65**
Industrial Service (small fleet)	19	91	1,267	33	2.60
(medium fleet)	18	124	1,104	26	2.36
(large fleet)	16	236	2,364	82	3.47
(Total)	**53**	**451**	**4,735**	**141**	**2.98**
Petroleum Products (small fleet)	13	131	1,834	100	5.45
(large fleet)	13	2,719	30,284	1,002	3.31
(Total)	**26**	**2,850**	**32,118**	**1,102**	**3.43**
Public Utilities (small fleet)	18	538	5,731	288	5.03
(medium fleet)	17	1,244	14,575	377	2.59
(large fleet)	19	5,885	57,476	2,503	4.18
(Total)	**54**	**7,667**	**77,782**	**3,168**	**4.07**
Dairies and Bottling (small fleet)	8	50	1,069	67	6.27
(large fleet)	12	1,172	13,717	601	4.38
(Total)	**20**	**1,222**	**14,786**	**668**	**4.52**
Other Light Delivery (small fleet)	13	110	1,401	64	4.57
(large fleet)	9	248	3,215	204	6.35
(Total)	**22**	**358**	**4,616**	**268**	**5.81**
Lumber and Building (small fleet)	7	38	350	8	2.29
(large fleet)	7	338	4,122	279	6.77
(Total)	**14**	**376**	**4,472**	**287**	**6.42**
Laundries (small fleet)	15	102	1,476	69	4.67
(medium fleet)	14	203	2,303	83	3.60
(large fleet)	15	788	8,487	685	8.07
(Total)	**44**	**1,093**	**12,266**	**837**	**6.82**
Department Stores (small fleet)	10	98	1,806	92	5.09
(medium fleet)	9	171	2,719	130	4.78
(large fleet)	11	796	9,717	764	7.86
(Total)	**30**	**1,065**	**14,242**	**986**	**6.92**
Meat Packing (small fleet)	9	102	1,372	89	6.49
(large fleet)	9	411	6,150	435	7.07
(Total)	**18**	**513**	**7,522**	**524**	**6.97**
Bakeries (small fleet)	12	222	3,810	265	6.96
(large fleet)	12	1,564	15,510	1,150	7.41
(Total)	**24**	**1,786**	**19,320**	**1,415**	**7.32**
Transfer, Freight & Truck (small fleet)	25	158	2,651	77	2.90
(medium fleet)	28	449	6,925	334	4.82
(large fleet)	27	2,298	32,268	2,695	8.35
(Total)	**80**	**2,905**	**41,844**	**3,106**	**7.42**
Ice and Coal (small fleet)	11	98	1,332	49	3.68
(large fleet)	9	1,900	17,173	1,690	9.84
(Total)	**20**	**1,998**	**18,505**	**1,739**	**9.40**
Electric	**7**	**216**	**1,543**	**138**	**8.94**
Taxicab	**4**	**86**	**1,917**	**195**	**10.17**
Horse-drawn	**5**	**2,288**	**7,719**	**1,108**	**14.35**

Pacific Freight Charts the Way Cost Winds Blow

Knows Beforehand Whether Shipment Will Return Profit

By C. G. Anthony
President Pacific Freight Lines

EDITORIAL

To be able to anticipate the outcome of a service before it is initiated should certainly go a long way toward assuring success for the individual or company possessing the ability. The Pacific Freight Lines has evolved a plan to do that very thing. By means of a Master Chart the management can determine beforehand whether any shipment of freight of any tonnage carried in any capacity truck or truck and trailer combination and over any distance in its territory will return a profit or loss.

The Chart, of course, is based on cost experience, but the very commendable feature of the plan, in our opinion, is the fact that the past cost experience of this company is being used as a real, live and reliable factor in the control of future business. Too often, unfortunately, cost records are not used to their full advantage—mostly as a historical record of performance and as an indicator of omissions in maintenance and operation, rarely as a direct agent in the conduct of future business. For that reason we were particularly impressed by the system outlined by Mr. Anthony and decided to present it as an excellent example of: (1) The importance of keeping cost records, and (2) how costs may be used to the greatest advantage.

THE actual cost of operating a truck is dependent upon many factors. Cost will vary with the type of equipment used. The size and load carried enter into the equation. The cost will also vary with the topography of the region in which operated, the congestion in a given region, the buying power of the owner, the care of the equipment and methods of accounting used in establishing costs.

Actual costs are problematical, but average costs are readily compiled. The greater the number of trucks studied, the greater the miles traveled, the wider the area of operations, the more accurate the averages.

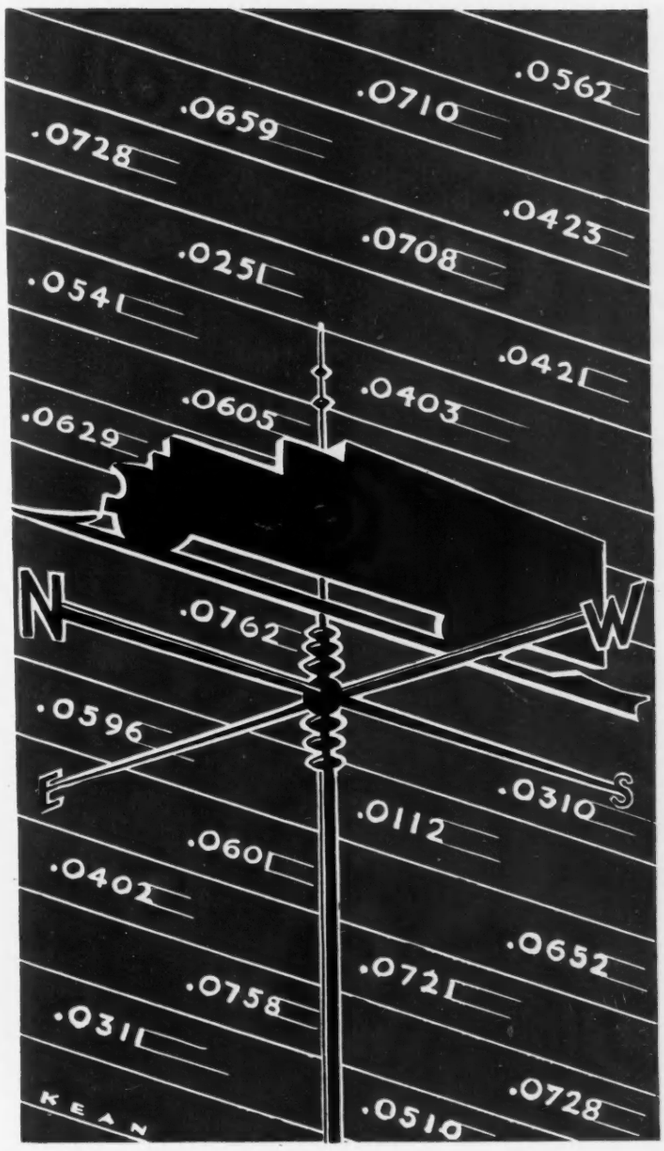
In the following study the records

AVERAGE TRUCK AND TRAILER PER MILE VARIABLE CHARGES

1	2	3	4	5	6	7	8
CAPACITY	2 Ton	3 Ton	4 Ton	5 Ton	6-Wheel 10 Ton	4-Wheel Trailer	6-Wheel Trailer
Gasoline	$ .016	$ .020	$ .022	$ .024	$ .045	$ .010	$ .015
Lubricants	.002	.002	.003	.003	.005	.001	.002
Tires-Pneum. (Trks. 30,000 mile)							
(Trlr. 40,000 mile)	.007	.010	.016	.016	.028	012	.025
Maintenance	.025	.030	.033	.035	.048	.003	.004
Depreciation (Trks. 100,000 mile)							
(Trlr. 250,000 mile)	.017	.027	.041	051	075	.004	.005
Total per mile	.067	.089	.115	129	.201	.030	.051
Pay Load Capacity in Tons	4	6	6	5.6	10	8	12

AVERAGE TRUCK AND TRAILER DAILY FIXED CHARGES

1	2	3	4	5	6	7	8
CAPACITY	2 Ton Truck	3 Ton Truck	4 Ton Truck	5 Ton Truck	6-Wheel 10 Ton Truck	4-Wheel 8 Ton Trailer	6-Wheel 12 Ton Trailer
Weight without body in lb.	4900	5900	7600	8800	12000	4500	7500
Interest 6 per cent—Life of 4 yr	$ .191	$ .310	$ .450	$ .560	$ .833	$ .150	$ .240
Fire Insurance	.033	.053	.078	.100	.151	.015	.027
Prop. Dmg. & Liability (5 & 10)	.296	.296	.383	383	.383	.061	.081
Compensation Insurance	.396	.396	.433	.468	.468		
Garage	.500	.500	.500	.750	.750	.500	.500
License	.143	.143	.143	.177	.243	.143	.243
Wages	5.384	5.384	6.000	6.456	6.500		
Totals (Per day)	$6.943	$7.082	$7.987	$8.894	$9.328	$ .869	$1.091
Total Investment	$1910	$3100	$4500	$5600	$8328	$1500	$2400



of 87 trucks and 87 trailers were used. These trucks operated from Los Angeles to the Harbor, the Imperial Valley, up the coast to San Luis Obispo, over the Ridge Route as far north as Fresno and south to San Diego, covering over 350,000 miles monthly. Accurate costs were kept of the operation of each piece of equipment from day to day, so that the yearly averages were readily obtainable. A composite picture of these operations is presented in the following tables.

The average cost of operating these motor trucks and trailers is placed under two headings, Fixed Charges and Variable Costs. The fixed charges vary inversely with the mileage traveled, while the variable costs vary directly with the mileage traveled. Because of this inverse variation of the fixed charges, it is impossible to state the cost per mile unless we know the miles traveled.

The daily fixed charges shown in the accompanying table cover various capacity trucks and trailers, ranging from 2-ton to 10-ton equipment. Interest is figured at 6 per cent yearly on the average investment. Insurance charges are taken from quotations of the Automobile Club and checked against actual experience. License charges are those fixed by law for California.

Amounts allotted to wages are based upon information gained from drivers now working for Pacific Freight Lines but formerly in the employ of contract haulers, and from many drivers applying for positions. The wage scale set forth in Table 1 is less than that actually being paid by Pacific Freight Lines, and was reduced intentionally to produce a figure so low that it would be free from the criticism that drivers could be obtained for less than the wage scale set forth in this table.

Variable costs are computed as follows: Gasoline is figured at 12 cents per gal., lubricants charged at actual cost to Pacific Freight Lines, tires at list of March 10, 1932, less 10 per cent, allowing 30,000 miles for pneumatics on trucks and 40,000 miles on trailers. Maintenance is actual experience. Depreciation is figured on a mileage basis, allowing a life of 100,000 miles for trucks and 250,000 miles for trailers. Depreciation may be charged off on either a yearly or a mileage basis. On a time basis depreciation is assumed to be a fixed charge; on a mileage basis it becomes a variable cost. I regard the mileage basis as more accurate as it does not charge an idle truck with the same rate as the truck doing 200 to 300 miles daily. It has been my experience that maintenance plus depreciation for 100,000 miles just about equals maintenance plus depreciation figured on a 200,000-mile basis. As the number of miles allotted to the life of a truck are increased the depreciation per mile decreases, but this reduction of depreciation cost is offset by the fact that maintenance increases. This is due to the fact that a moving part is a wearing part and has a definite life. After a given number of motions the part is worn to an unusable condition and must be renewed.

Cost Development

To arrive at the cost of operating a given truck a given number of miles the fixed and variable expense tables must be used to get the answer. For example, let us say that a 5-ton truck, carrying 5½-ton payload and pulling a four-wheel trailer carrying an 8-ton payload, travels from Los Angeles to San Diego, a distance of 126 miles, discharges its cargo and returns to Los Angeles empty. What is the cost of this operation? To determine the total cost add the fixed charge of the truck or $8.89 (Fixed Table, Column 5) to the fixed cost of the trailer, or $0.87 (Column 7) giving a total of $9.76. The variable cost will be $0.129 per mile for the truck (Variable Table, Column 5) plus $0.03 for the trailer (Column 7), or a total variable of $0.159 per mile, and for 126 miles the total variable cost will be $20.03.

The total operating cost will be:

$9.76—the fixed charge, plus
20.03—the variable cost, or

$29.79—to haul 13½ tons 126 miles

The equipment returns to Los Angeles empty, so the round trip costs 2 x $29.79 or $59.58.

The average contract rate to San Diego is 15 cents for 100 lb., or $3.00 per ton. The revenue returned for hauling 13½ tons @ $3.00 per ton equals $40.50, an amount showing a profit of $10.71 on the haul to San Diego, but a loss of $19.08 after the equipment has returned to Los Angeles empty; therefore a return cargo or back haul must be obtained to make a 15-cent per 100-lb. rate profitable.

To eliminate the necessity of multiplication and addition as outlined in the above example, a reference table has been prepared. It shows the cost per mile of operation of truck and trailer of various capacities for various distances. For any given number of miles traveled, add the truck cost per mile to the trailer cost per mile to get the cost per mile of a truck and trailer movement. To still further simplify the cost determination still another table has been prepared to show cost per trip of truck and trailer operation of various capacity for various distances. (Both these tables have been combined into one by the editor for space reasons.)

To show graphically the cost per mile data a chart has been prepared (not illustrated here). The curves of this chart show that the costs per mile decrease as the distance traveled increases. Cost per mile for the various equipment for any distance up to 250 miles can be read to the third decimal point from the curves of this chart.

Per mile and per trip cost of average truck and trailer of various capacities for various distances

Miles	1 2 Ton Truck		2 3 Ton Truck		3 4 Ton Truck		4 5 Ton Truck		5 6-wheel 10 Ton Truck		6 4-wheel Trailer		7 6-wheel Trailer	
	Cost per Mile	Cost per Trip	Cost per Mile	Cost per Trip	Cost per Mile	Cost per Trip	Cost per Mile	Cost per Trip	Cost per Mile	Cost per Trip	Cost per Mile	Cost per Trip	Cost per Mile	Cost per Trip
10	$.761	$ 7.61	$.797	$ 7.97	$.914	$ 9.14	$1.018	$10.18	$1.134	$11.34	$.117	$1.17	$.160	$ 1.60
20	.414	8.28	.443	8.86	.514	10.28	.574	11.48	.667	13.34	.073	1.46	.106	2.12
30	.298	8.94	.325	9.75	.381	11.43	.425	12.75	.512	15.36	.059	1.77	.087	2.61
40	.241	9.64	.266	10.64	.313	12.52	.351	14.04	.434	17.36	.052	2.08	.078	3.12
50	.206	10.30	.231	11.55	.275	13.75	.307	15.35	.388	19.40	.047	2.35	.073	3.65
60	.183	10.98	.207	12.42	.248	14.88	.277	16.62	.356	21.36	.044	2.64	.069	4.14
70	.166	11.62	.190	13.30	.229	16.03	.256	17.92	.334	23.38	.042	2.94	.067	4.69
80	.154	12.32	.178	14.24	.215	17.20	.240	19.20	.318	25.44	.041	3.28	.065	5.20
90	.144	12.96	.168	15.12	.204	18.36	.228	20.52	.305	27.45	.040	3.60	.063	5.67
100	.136	13.60	.160	16.00	.195	19.50	.218	21.80	.294	29.40	.039	3.90	.062	6.20
110	.130	14.30	.153	16.83	.188	20.69	.210	23.10	.286	31.46	.038	4.18	.061	6.71
120	.125	15.00	.148	17.76	.182	21.84	.203	24.36	.279	33.48	.037	4.44	.060	7.20
130	.120	15.60	.143	18.59	.176	22.88	.197	25.61	.273	35.49	.037	4.81	.059	7.67
140	.117	16.38	.140	19.60	.172	24.08	.193	27.02	.268	37.52	.036	5.04	.059	8.26
150	.113	16.95	.136	20.40	.168	25.20	.188	28.20	.263	39.45	.036	5.40	.058	8.70
160	.110	17.60	.133	21.28	.165	26.40	.185	29.60	.259	41.44	.035	5.60	.058	9.28
170	.108	18.36	.131	22.27	.162	27.54	.181	30.77	.256	43.52	.035	5.95	.057	9.6
180	.106	19.08	.128	23.04	.159	28.62	.178	32.04	.253	45.54	.035	6.30	.057	10.26
190	.104	19.76	.126	23.94	.157	29.83	.176	33.44	.250	47.50	.035	6.65	.057	10.83
200	.102	20.40	.124	24.80	.155	31.00	.173	34.60	.248	49.60	.034	6.80	.056	11.20
210	.100	21.00	.123	25.83	.153	32.13	.171	35.91	.245	51.45	.034	7.14	.056	11.76
220	.099	21.78	.121	26.62	.151	33.22	.169	37.18	.243	53.46	.034	7.48	.056	12.32
230	.097	22.31	.120	27.60	.150	34.50	.168	38.64	.242	55.66	.034	7.82	.056	12.88
240	.096	23.04	.119	28.56	.148	35.52	.166	39.84	.240	57.60	.034	8.16	.056	13.44
250	.095	23.75	.117	29.25	.145	36.25	.165	41.25	.238	59.50	.033	8.25	.055	13.75

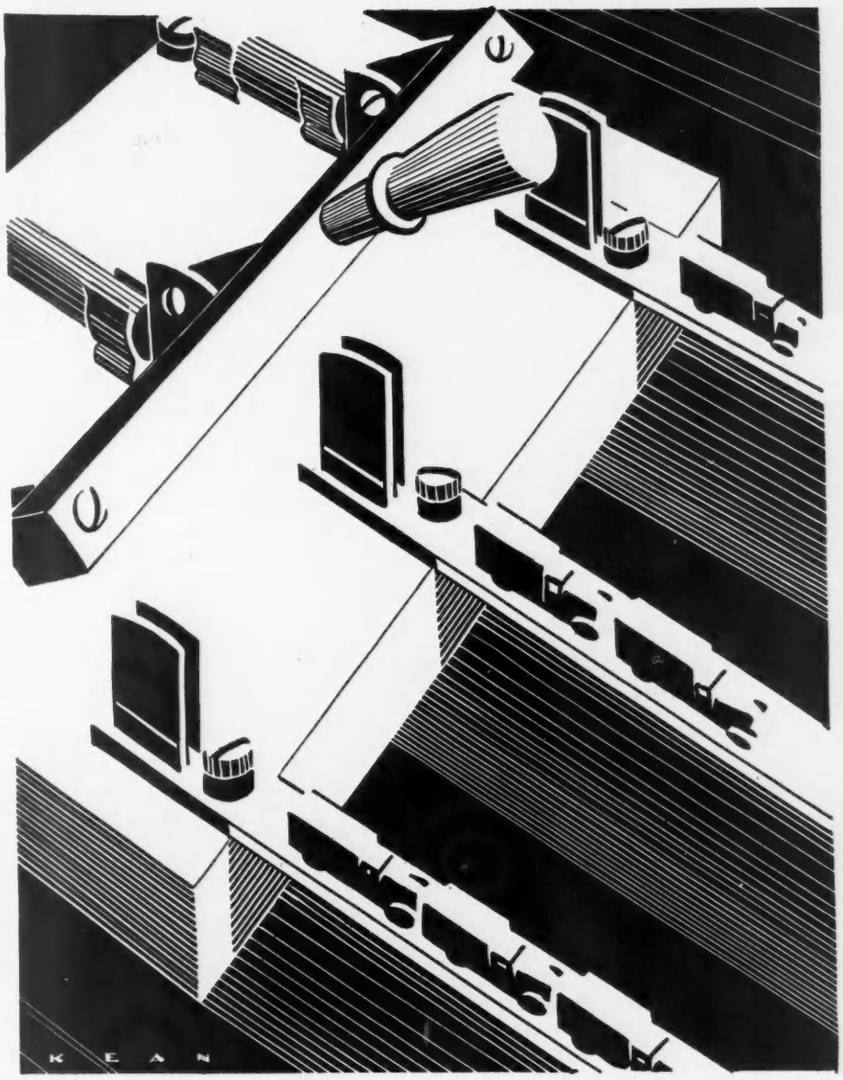
Cost is obtained at intersecting lines projected from miles traveled and unit capacity

Four-State Truck Service

The Yuma-Phoenix Motor Freight Lines of Los Angeles are now associated with the Nevada Fast Freight and Culwells' Interstate Line and also have a working arrangement with the Long Beach Despatch for steamship connection between San Francisco, Los Angeles and Long Beach, placing Yuma-Phoenix in a position to take shipments direct from San Francisco to all points in Arizona, Nevada, Mexico and Texas.

N.E.L.A.'s Cost System Can Be Switched to Fit Any Size Fleet

The Three Plans Offered Are Developed From the Same Fundamental Basis to Permit Cost Comparisons



This is the second instalment of a series of articles on cost accounting, cost keeping and cost systems recommended by various manufacturers and associations.

The series was introduced in August with an outline of the uniform system of classifying accounts developed by the Society of Automotive Engineers. This instalment relates how the National Electric Light Association modified the system to meet the needs of small, medium and large fleets.

THE National Electric Light Association after looking over, analyzing, weighing, the uniform system for classifying charges arising from the operation of motor vehicles developed by the Society of Automotive Engineers decided that it was a good system for the electric light industry. This is the first vocation to officially adopt the system and the action is particularly significant not only because of the very large number of trucks used but because it is an industry in which an unusual amount of attention is given to accounting because of the requirements of regulatory bodies.

The N.E.L.A. committee felt that adoption of the plan would bring a distinct advantage by making possible cost comparisons between fleet operators, whether they be for a complete truck or for individual items of expense, such as repair labor, tires, painting, etc., with the assurance that the figures being compared are developed from the same fundamental basis.

But the committee, in its desire to make the standard classification easily applicable to all sizes and types of fleets, and to supply the degree of cost segregation desired by individual operators, developed three cost accounting plans, all based upon and including all elements of the standard classification. The three plans are designated as Plan A, which is the

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Form A-1 (Front and Back)

MOTOR VEHICLE DAILY REPORT

VEHICLE NO. _____ DATE _____ 19__

DIVISION _____ DEPT. _____

TIME OUT _____ TIME IN _____

TOTAL HOURS VEHICLE USED _____

MILEAGE IN _____

MILEAGE OUT _____ TOTAL MILEAGE _____

DESCRIPTION OF WORK	WORK OR JOB ORDER	HOURS

WORK ORDERS VERIFIED BY _____

RECORD OF TIRE CHANGE

TIRE REMOVED L.F. _____ R.F. _____ L.R.I. _____ R.R.I. _____ L.R.O. _____ R.R.O. _____

MAKE AND SERIAL NO. TIRE REMOVED _____

MAKE AND SERIAL NO. TIRE APPLIED _____

SPEEDOMETER READING WHEN TIRE WAS CHANGED _____

FOLLOWING REPAIRS NECESSARY ON THIS VEHICLE _____

SIGNED _____

GASOLINE AND OIL USED

OUTSIDE SOURCES	COMPANY GARAGE
_____ GALS. GAS $_____	_____ GALS. GAS $_____
_____ QTS. OIL $_____	_____ QTS. OIL $_____

ATTACH RECEIPTS OR CHARGE SLIPS.

REPAIR MATERIAL USED

FROM STOCK

QUAN.	NAME AND NO. OF PART	AMOUNT

REPAIR LABOR—WASHING—GREASING—TIRE REPAIRS

EMPLOYEE'S NAME	CLASS OF WORK	HOURS WORKED	COST

TIRES AND TUBES USED

	COST

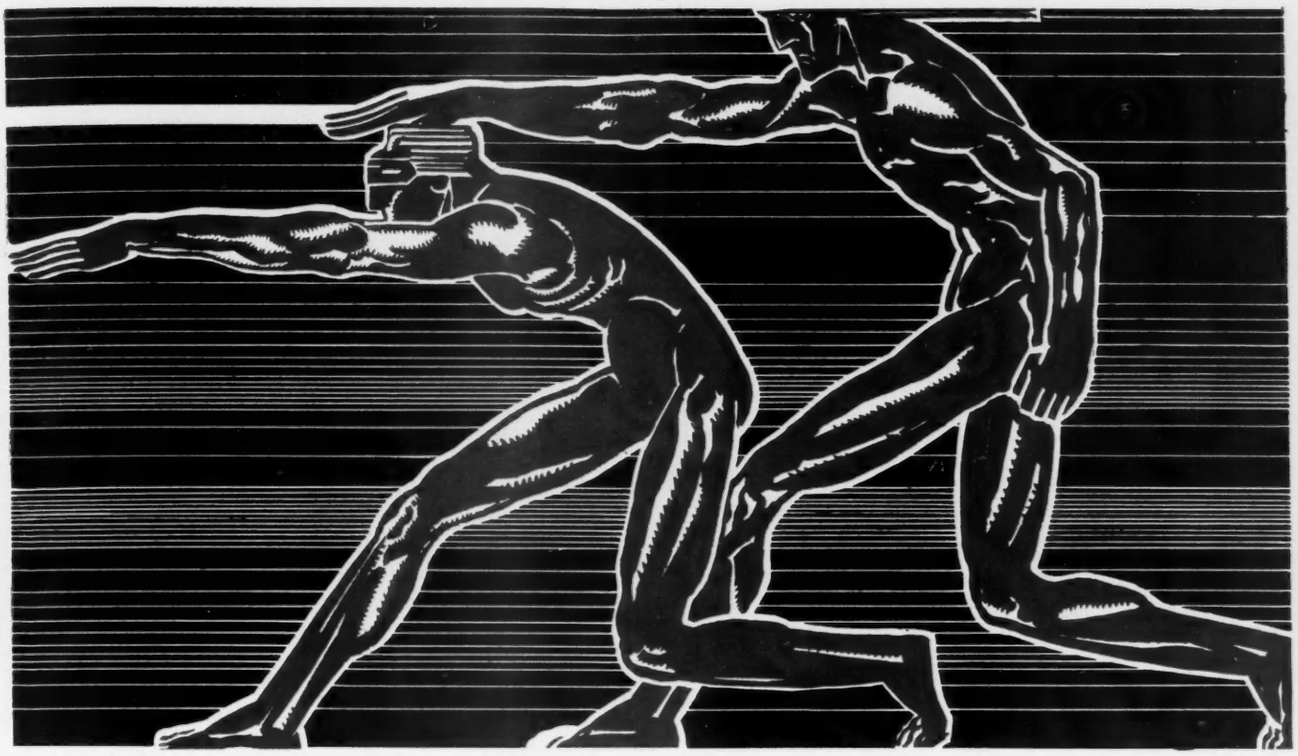
INSURANCE SHIELDS CARRIERS FROM ALL

By G. LLOYD WILSON

ALL forms of the transportation business are hazardous undertakings in which the operators and users of the transportation services must protect their interests against accidents, catastrophes, and other causes of loss or damage to the vehicles or cargo. This is true of motor freight carriers who assume liability as carriers for hire for the safe carriage of the goods entrusted to them, and who must protect themselves against financial disaster arising out of the loss or damage of vehicles or equipment, the damage of the property of others, and liability to the public. A motor carrier cannot afford to tempt the fates by failing to protect himself and his patrons and the public against the hazards of the highways. The laws of many states now provide that motor carriers for hire must carry adequate insurance to indemnify others from losses due to the operation of motor transportation services. Sound business sense requires that the operators protect themselves as well as the public and shippers against these hazards.

Motor freight transportation companies have three alternative courses to pursue in providing for the protection of themselves and others against the hazards of highway transportation.

The first option is to arrange for full coverage or protection against all hazards with commercial insurance companies or indemnity associations. The second alternative is to set up a self-insurance fund into which amounts are paid regularly corresponding to the premiums paid to the insurance companies or associations. The losses suffered as a result of accidents or claims are paid out of the moneys accumulated in the self-insurance funds. It is financially hazardous, if not suicidal, to set up a self-insurance fund unless the business is very large and the risks distributed sufficiently to permit the law of averages to operate. A single accident or large loss may completely exhaust the self-insurance fund and in addition deplete the resources of the unwary company. A third alternative is presented to motor transportation companies. They may arrange with commercial insurance companies or associations to cover the risk with a deductible clause stipulating that the insurer will pay losses only in excess of the deductible amounts. The motor transportation companies pay the smaller losses but insure themselves against risks too large for them to to bear. In some cases, arrangements are made for the insurance companies to pay the entire amount of the losses if they exceed certain sums, or to pay the amounts of the losses less the deductible amounts, the risk of which is assumed entirely by the insured. The insurance premiums are much lower if part of the risk is borne by the insured than when the insurer assumes all of the risk.



CARGO HAZARDS

Operators Have Choice of Three Alternates for the Protection of Themselves, the Public and Shippers Against Loss by Fire, Theft, Property Damage, Etc.

This is the eighth instalment of a series on Motor Carrier Problems

Common carrier motor freight transportation companies require all of the usual forms of property insurance to cover the buildings and their contents, employers' liability insurance as employers of wage earners, and other forms of insurance required by all who own property, conduct business or employ workers. In addition to these general forms of insurance motor carrier companies must protect themselves against claims arising out of the operation of the motor vehicles and against their own losses suffered in the operation of the vehicles.

One of the most important types of insurance required by individuals or companies operating motor vehicles is public liability insurance which protects the insured carrier by indemnifying him against losses arising out of liability for bodily injuries or the death of third parties due to accidents.

The maximum liability of the insurance company to any one person or for any one accident is stated in the policy. In some states amount of public liability is provided by law.

Property damage insurance indemnifies the insured against loss imposed by law upon the insured arising from damage to the property of others caused by the motor vehicles of the insured, including resultant loss of use of the property. The premium for property damage is usually stated in units of $1,000 of liability. The amount of property damage insurance required to be carried by motor common carriers is often prescribed by state law. It should be noted that property damage insurance does not indemnify the insuring motor carrier for loss of his own property or property in the custody of the carrier for which he is legally responsible.

Motor carriers may obtain insurance to protect their vehicles from loss due to damage caused by accidental collision with any other stationary or moving object. Collision insurance is usually written with deductible clauses, either a fixed amount may be deducted from each claim and the balance to be paid by the insurance company.

Fire insurance coverage may be arranged by motor freight transportation companies to protect their vehicles and equipment only against fire hazards. Motor vehicle fire insurance policies usually do not cover personal property or effects in the vehicle at the time of fire nor the freight in the vehicles. Losses due to fire are paid upon the basis of the value of the vehicle at the time of the loss. The vehicles may be insured also against theft. Theft and fire insurance upon motor vehicles are usually written together.

Transportation insurance covers loss or damage to vehicular property or equipment while the vehicles or equipment are in transit by land or water. The form of insurance includes protection against loss due to

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DETAIL OF MOTOR VEHICLE COSTS—MONTHLY

FORM:

MONTH _____ LOCATION OR DIVISION _____ ASSIGNED TO _____ VEHICLE NO. _____

DAY	GASOLINE	LUBRICANTS	TIRES AND TIRE REPAIRS	REPAIR MATERIAL	REPAIR LABOR	MISCELLANEOUS	DEPRECIATION	OTHER EXPENSE	FIXED EXPENSE	MILEAGE	HOURS USED	TOTAL EXPENSE
1												
2												

Form A-2

N.E.L.A.'s Cost System Can Be Switched to Fit Any Size Fleet

CONTINUED FROM PAGE 33

basic one; Plan B, intermediate, and Plan C, complete segregation.

Plan A provides for the development of complete motor vehicle costs with a minimum of expense and effort. Plan B is designed for operators of medium size fleets or for those desiring more detailed cost information than is obtainable from Plan A. Plan C is recommended for operators of large fleets. Final figures developed on any of these three plans will be complete and comparable with costs developed on either of the other two plans. The classification, plans and forms provide a uniform basis for cost analysis and comparison for any size fleet and may be used also as the basis for bookkeeping accounts.

This classification is used complete in Plan C and is modified for use with Plans A and B to permit charges to eight instead of 21 accounts:

MODIFIED CLASSICATION	STANDARD CLASSIFICATION ACCOUNTS INCLUDED
1. Gasoline or electric energy	1
2. Oil	2
3. Tires and tire repairs	3
4. Repair material	4 and 5
5. Repair labor	6 and 7
6. Miscellaneous	8, 9, 10, 11 and 12
7. Other fixed	13, 14, 15, 16, 18, 19, 20 and 21
8. Depreciation	17

Plan A uses only three forms.

Form A-1. Motor Vehicle Daily Report, a 5 x 8-in. card, is a daily combined performance, operating and repair cost record for individual vehicles. The front of the form must be filled daily by the driver and the back is used to record: Gasoline and oil used, which is chargeable to Modified Account No. 1 (for explanation of scope of each account see article in August issue, page 31, as well as the modification listed hereinbefore); Repair Material chargeable to Modified Account No. 4; Repair Labor, Washing, Greasing and Tire Repairs, chargeable to Modified Accounts Nos. 3 and 5, and Tires and Tubes, which are chargeable to Modified Account No. 3.

Form A-2. Detail of Motor Vehicle Costs—Monthly, an 8½ x 11-in. sheet —is used to accumulate from daily forms A-1 the operating costs for a vehicle for a month. At the end of the month, items posted to this form are summarized and the totals posted on A-3, Motor Vehicle Cost Report.

Form A-3. Motor Vehicle Cost Report, likewise an 8½ x 11-in. sheet, is a monthly report of costs of fleet operation by individual vehicles and contains totals posted from forms A-2. Plan B uses seven forms.

Form B-1. Motor Vehicle Daily Report, while similar on the face to Form A-1, is printed on paper instead of card, measures 5½ x 8½ in., has a detachable lower section and a blank reverse side. The Transportation Department detaches and retains the lower portion of the form showing tire record and forwards upper portion to the Accounting Department.

Form B-2. Garage Employee's Time

GARAGE EMPLOYE'S TIME REPORT

FORM

NAME _____ LOCATION _____

OCCUPATION _____ DATE _____ 19__

NUMBER _____

DESCRIPTION OF WORK DONE	VEHICLE NO.	WORK ORDER	ACCT. NO.	HOURS	RATE	AMOUNT

Form B-2

AUTO TIRE RECORD

MAKE _____ TYPE _____ SIZE _____ TIRE NO. _____ PURCHASED FROM _____ DATE _____

PUT ON						TAKEN OFF					
DATE	CAR	POSITION	SPEEDOMETER	INVOICE NO.	COST	DATE	SPEEDOMETER	REASON	TOTAL MILEAGE	REPAIRS COST	CREDIT VALUE

Form B-4

MATERIAL USED REPORT

REQUISITION NO. _____

VEHICLE NO. _____

LOCATION _____ DATE _____ 19__ WORK ORDER NO. _____

QUANTITY	UNIT	CATALOGUE STOCK NO.	DESCRIPTION OF MATERIAL	ACCOUNT NUMBER	UNIT PRICE	AMOUNT

GARAGE DAILY FILLING REPORT

_____ COMPANY _____ DIVISION

_____ LOCATION _____ DATE

	TIME	GASOLINE TANK	OIL TANKS	ALCOHOL TANK	GASOLINE METER READING
ON HAND	A M / P M				FINISH
RECEIVED					START
TOTAL					DIFFERENCE
USED					
ON HAND	A M / P M				

CAR NO.	GALLONS GASOLINE	QUARTS OIL	QUARTS ANTI-FREEZE	DISPENSED BY	FOR WHAT DEPARTMENT OR JOB	CAR NO.	GALLONS GASOLINE	QUARTS OIL	QUARTS ANTI-FREEZE	DISPENSED BY	TO WHOM DISPENSED AND FOR WHAT JOB

Above: Form B-3

Right: Form B-5

The standard classification given in last month's issue and here repeated for convenience segregates costs into 21 accounts:

VARIABLE EXPENSE

1. Gasoline or electric energy
2. Oil
3. Tires and repairs
4. Repair material on chassis
5. Repair material on cab, body, equipment
6. Repair labor on chassis
7. Repair labor on cab, body equipment
8. Painting labor and material
9. Accident labor and material
10. Garage labor
11. Garage material
12. Miscellaneous expense

FIXED EXPENSE

13. Drivers' and helpers' wages
14. Garage rent maintenance
15. Insurance for vehicles
16. Licenses and taxes on vehicles
17. Depreciation on vehicles
18. Superintendence
19. Interest on vehicle investment
20. Overhead; garage, shop and stores
21. Administrative expense.

Form B-3. Material Used Report, a 5½ x 8½-in. sheet, is used to requisition material from stores and to post charges to Form B-6.

Form B-4. Auto Tire Record, is a 5 x 8-in. card for recording history of individual tire life.

Form B-5. Garage Daily Filling Report, an 8½ x 11-in. form, shows

Report, a 5½ x 8½-in. daily time slip, is used to post labor costs to Form B-6, Detail of Motor Vehicle Costs—Monthly—and also can be used as an original source of information in preparing the shop payroll.

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Form A-3

MOTOR VEHICLE COST REPORT

FORM

MONTH _____ NAME OF COMPANY _____ LOCATION OR DIVISION _____

VEHICLE NO.	DEPARTMENT ASSIGNED TO	GASOLINE	LUBRICANTS	TIRES AND TIRE REPAIRS	REPAIR MATERIAL	REPAIR LABOR	MISCELLANEOUS	TOTAL OPERATING EXPENSE	DEPRECIATION	OTHER FIXED EXPENSE	TOTAL MONTHLY EXPENSE	MILEAGE	HOURS USED	OPER. COST PER MILE	TOTAL COST PER MILE	GALLONS GASOLINE USED	MILES PER GALLON

Past Performance

In these days of hard-fought sales because of a wiser-spending public, *past performance* is playing no small part in the ultimate decision.

For a great many years, Lockheed Hydraulic Brakes have meant comfortable, sure stopping to *certain* people.

And when *these* people decide on the new car, they're very apt to inquire about the brakes first — for almost invariably past users of Lockheeds make brakes a talking point.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

G. M. T. Sticks More

For Three Heavy-Duty Models and Also Adds New Semi and Four-Wheel Trailer to Line

G.M.T. Model "400" Engine

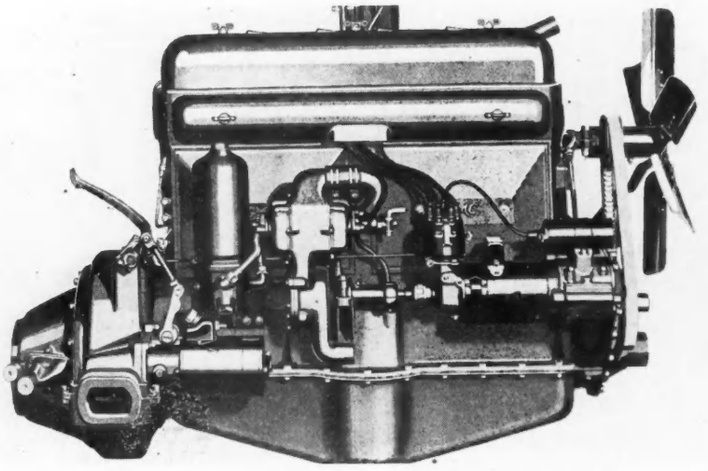
Size	6—4⅛ x 5 in.
Displacement	400.9 cu. in.
S.A.E. rating	40.9 hp.
Horsepower	110 at 2300 r.p.m.
Maximum torque	296 lb. ft. @ 800 to 1600 r.p.m.
Compression ratio	4.6
Valve design	in head
Piston, make	Zoller
Main bearings	4
Camshaft bearings	4
Valve material, intake	Chrome nickel
exhaust	Silchrome No. 1
Valve seat angle	30 deg.

FOR its three major basic models in the 5 to 7½-ton field, T-61, T-83 and the six-wheel T-90, General Motors Truck Co. has developed a new engine of 400.9 cu. in. piston displacement, with a torque curve which shows 296 lb.-ft. or better from 800 to 1600 r.p.m.

While there are other developments in these three truck lines, it is the engine which is of foremost importance. The factory reports that a check of COMMERCIAL CAR JOURNAL specifications table reveals that it develops an equal or better torque peak than six-cylinder engines within 50 cu. in. of its piston displacement, and eight-cylinder engines within 20 cu. in. of its displacement.

This new GMT engine, the "400" as it is called, is of the valve-in-head type, with a bore and stroke of 4⅛ x 5 in. for its six cylinders, and is governed at 2300 r.p.m., at which speed it develops 110 hp., it is claimed. Actual peak horsepower is 112.5 at 2800 r.p.m.

In outward appearance the new 400 resembles the 331 series engines. As a matter of fact, the 331 engine, with cylinders 3¾-in. bore (⅜ in. less than the 400) and the same stroke, developing 94 hp. at 2500 r.p.m. and maximum torque of 230 lb.-ft., is still available in the three trucks at reduced price.



Valve-in-head type "400" engine

The new engine is ultra-modern in design and yet not radical. There are Stellite-faced valve inserts screwed into a nickel-iron cylinder head, fully counterweighted crankshaft equipped with harmonic balancer, new type pistons of aluminum alloy, with pins retained by aluminum keepers staked in ends of the bosses.

Exhaust valves have tulip-shaped heads, as in aircraft engine design practice, and intake valve openings have been given a venturi shape for increased mixture flow into cylinders. The engine is pressure lubricated, including rocker arm shaft bearings, and piston pin bearings through drilled connecting rods.

A downdraft Stromberg DX-3 plain tube type carburetor, with accelerating pump, semi-automatic choke valve and economizers is provided. Fuel feed is by pump, mechanically operated; there is a Triplex air cleaner, a non-jamming starting motor engagement and three-point rubber-insulated engine suspension.

From the oil pump, oil goes directly to the large capacity filter which has a by-pass valve in the base for protection against clogging of the filter, or for excessive pressure when oil is cold. From the filter oil goes to a Harrison temperature regulator interposed between the water pump and the cylinder block. This regulator performs the dual purpose of water cooling the oil when hot, under high-speed driving, and of heating the oil when cold by transferring heat from the warmer radiator water to the colder oil.

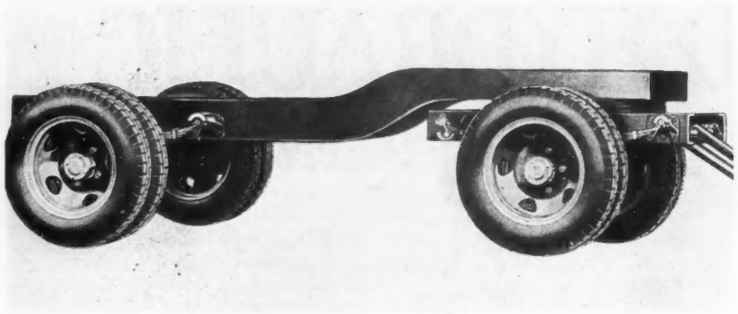
In addition to the new engine there is to be found on the trucks in the GMT 5-7½-ton range, a five-speed transmission, which was formerly offered as extra equipment. The standard model is of the underdrive type, with direct drive in high, but an overdrive edition is available at no extra cost, having direct drive in fourth speed, and a ratio of .80 to 1 in fifth.

Main and countershaft bearings, with exception of front mainshaft are of the ball type. The latter is a roller.

The transmission is mounted on three points of support, the front mounting being a large spherical joint on clutch housing, while at the rear the case is bolted at two points to a frame cross-member.

Other changes in the trucks consist of an increase in the gross vehicle rat-

G.M.T. Model TT-418 four-wheel trailer



INCHES IN NEW ENGINE

ings, adoption of larger radiators, with more tubes to take care of the higher power output, and use of the double-plate type of clutch used in the GMT Model 85. The new ratings are: T-61, 5-6½ ton, 22,000 lb.; T-83, 5-7½ ton, 25,000 lb., and the six-wheel T-90, 5-7½ ton, 28,000 lb.

Two new trailers are announced by the company, the TT-252, replacing the TT-251, a 12,000-15,000-lb. gross vehicle weight semi-trailer, and the TT-418 four-wheel trailer, developed from the TT-218 semi-trailer to replace the 16,000-lb. former TT-426 model.

The TT-252 has a one-piece frame of the automobile drop type, bottle necked at the kick-up. With much larger frame dimensions than the TT-251 which it replaces, the one-piece construction instead of the two-piece riveted design should also increase the strength, in spite of the fact that chassis weight is actually lower as a result of better metal distribution.

This has made possible the offering of this trailer in an additional tire size, 9.75/20 duals, compared with the standard 34 x 7 HS dual; with this tire size the trailer has a 15,000-lb. rating, with maximum body and payload weight recommended of 24,980 lb.

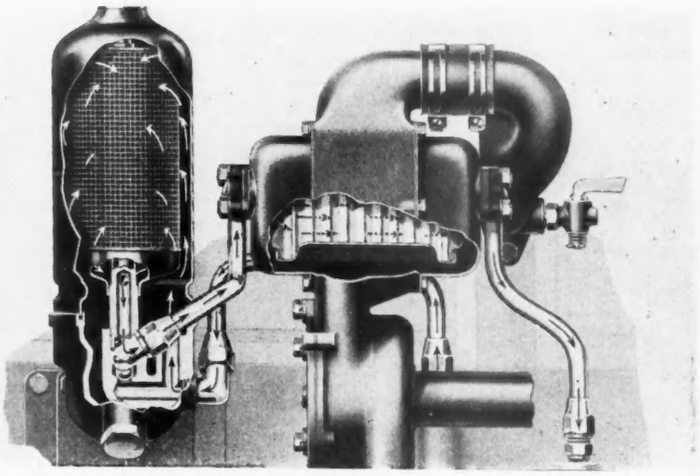
Features of the new trailer include an inclosed type screw elevator which can be locked in any position, and with

TURN TO PAGE 62, PLEASE

GMT Trailer Specifications

Model	TT-252	TT-418
Type	semi	4-wheel
Straight rating (trailer axle only)	15,000	16,000
Capacity	5 to 10 ton	3 to 5 ton
Weight	2455 lb.	2750 lb.
Body & pay-load	19,620 lb.(a)	9779 lb.(a)
	24,980 lb.(b)	13,636 lb. (b)
Length, standard	16 ft.	12 ft.
extra	18, 20 ft.	14, 16 ft.
Size of axle	3 x 3 in.	2¾ x 2¾ in.
Spindle, dia.	2¾ in.	2½ in.
Frame	11 15/16 x 3½ x ¼	8¾ x 2½ x ¼ in.
Tires	34 x 7 dual	32 x 6 TT dual
	9.75/20 dual	6.00/20 dual

(a) On high pressure tire listed below.
(b) On balloons listed below.



Oil filter and temperature regulator

Bendix-Westinghouse Works Clutch, Brake and Horn By Air

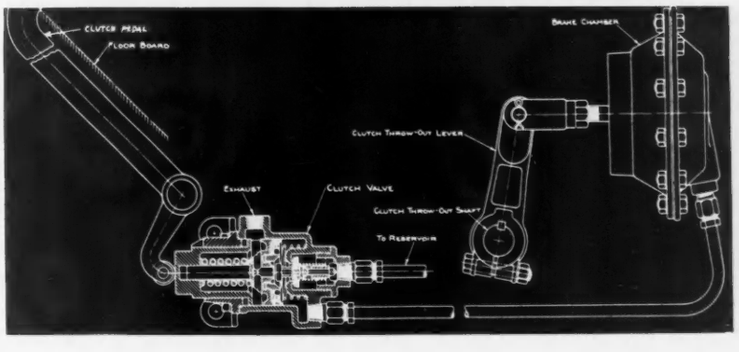
THESE products, three of seven new devices just placed in production by the Bendix-Westinghouse Automotive Brake Co., Pittsburgh, are intended to be used on vehicles equipped with air brakes and have, with the exception of the air horn, a definite place in the trend toward greater efficiency, ease of operation and increased safety for the modern transport vehicle.

Designed especially to eliminate muscular effort in clutch operation the new Bendix-Westinghouse Air Clutch Control fills a rapidly growing need in the trend toward use of heavier clutches in conjunction with new super power plants. This new unit eliminates the linkage problem between the pedal and the clutch throw-out shaft and permits pedal travel to be reduced to as little as four inches. As shown in the accompanying diagram, the air clutch control valve may be operated directly through the conventional clutch pedal while the chamber operating the throw-out shaft may be mounted directly on the clutch housing. Designed for factory installation the unit is also available for field installation.

The Bendix-Westinghouse Special Emergency Brake Equipment is entirely automatic and is designed especially for trucks and truck and trailer combinations where heavy highway transportation requires more than normal braking protection. Independent of any action on part of driver this equipment automatically applies the vehicle's brake if, for any reason, a break in tubing or hose connections should occur.

The new improved and popularly priced air horn numbers among its advantages low air consumption, less weight and compactness. The horn has a distinctive chime note of unusual clarity and maximum penetrating ability. It is of the diaphragm type with operating mechanism encased in a cast housing and may be easily installed where a pneumatic source, such as the air brake system affords, is available. Furnished with two chromium plated instrument bells the horn lists, complete for installation, less tubing and valve, at $40.

Hook-up of Bendix-Westinghouse Clutch Control

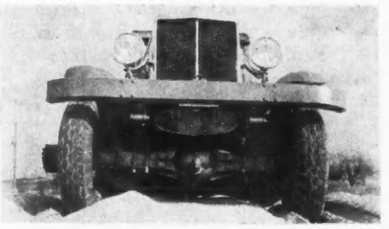


MARMON-HERRINGTON LETS NO WHEEL IN NEW LINE LOAF

MARMON-HERRINGTON CO., INC., is offering a complete new line of trucks comprising 12 models which supplants the former line of five models. Seven new models have been added and the other five have been improved and refined. Range of capacity has been extended to 2 tons, instead of 3½ in the lower bracket and to 12 to 15 tons in the upper. The latter capacity is furnished by one of three six-wheelers included in the new models. Nine of the 12 models are four-wheel jobs; they and the six-wheelers drive on all wheels.

The new line, designed by A. W. Herrington, president of the company, embodies constant velocity type universal joints in the front drive, frames of chrome-manganese steel, most of them reinforced by fishplates and large fuel capacity provided in most models by two tanks, one on either side of the frame. Another characteristic of the design is three-point suspension of engines, transmissions, bodies, cabs and even the gasoline tanks.

Six-cylinder Hercules engines are used, ranging in horsepower from 73 to 190. The two lighter models, TL-27, rated 2-2½ tons, and TL-28, rated 2½-3 tons, carry unit-mounted four-speed Brown-Lipe 328 transmissions, the others carry unit-mounted four or five-speed main sets with two or three-speed auxiliaries. Rear axle of Model TL-28 is of Marmon-Herrington-Timken pattern, the other single rear axle units are Marmon - Herrington - Wisconsins.



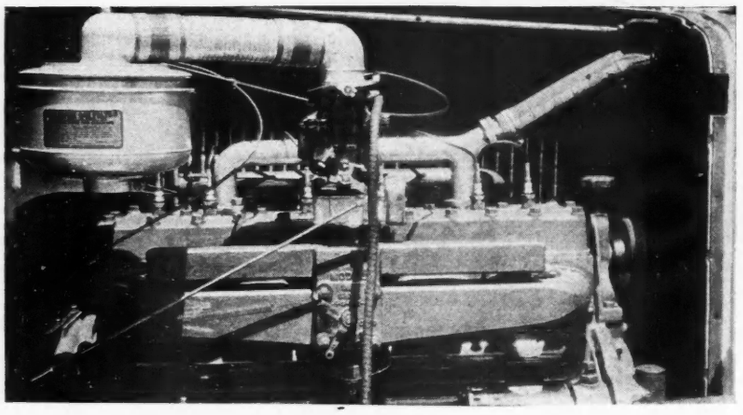
Front Drive Axle of Model TH 300-4

Brakes on the four-wheelers are placed on rear wheels, but because of the four-wheel drive setup they are effective on all four wheels. Models 27, 28, 29 and 30 are hydraulic type. Models 300, 310, 310A, 320 and 330 are air-brake equipped.

The various models in the new Marmon-Herrington line are as follows:

Model	Capacity in Tons	F.O.B. Price
Four-Wheelers		
TL-27-4 (new)	2 to 2½	$ 3,785
TL-28-4 (new)	2½ to 3	4,285
TL-29-4 (new)	3 to 3½	4,950
TL-30-4	3½ to 4	5,485
TH-300-4	3½ to 4	6,285
TH-310-4	4 to 5	6,785
TH-310A-4 (new)	5 to 6	7,785
TH-320-4	5 to 7	10,500
TH-330-4	7½	12,500
Six-Wheelers		
TH-310A-6 (new)	7½ to 10	10,000
TH-320-6 (new)	10 to 12	15,000
TH-330-6 (new)	12 to 15	17,500

Specifications of the four-wheelers are listed in specifications table in this issue, page 56.



Engines used in M-H line range from 73 to 190 hp.

B-K Develops New Super Vacuum Booster

SUPER-VACUUM POWER BRAKE is the name of a new booster developed by the Bragg-Kliesrath Corp., subsidiary of Bendix Aviation Corp., for vehicles of any capacity. The new unit provides controllable full power but provides enough "feel" to enable the driver to have a natural control of both loaded and empty vehicle, which is not possible with uncontrolled full power. Another feature is the fact that time lag in movement of air from valve to cylinder is reduced by use of a relay which permits instant brake application where volume of air required is not too great.

For convenience of installation and in order to distribute power more evenly and cheaply, two operating cylinders are employed in the Super-Brake, one on each side of the vehicle. A new large capacity valve, called the Super X, with one-inch tubing and large fittings and ports, has been designed for this installation. The large orifice on the compression side of the cylinder serves to maintain the normal degree of vacuum. Hence the piston stroke is not retarded on that account. Enlarged fittings and tubing at the other end of the cylinder have eliminated restrictions which delayed passage of air at atmospheric pressure. Thus, pressure is admitted and the piston moves the instant the brake pedal is depressed. A vacuum reserve tank is incorporated in the system. A high vacuum is present whenever the engine is running and a check valve holds the vacuum should the engine stall. The tank is large enough to make several brake applications with the engine not running.

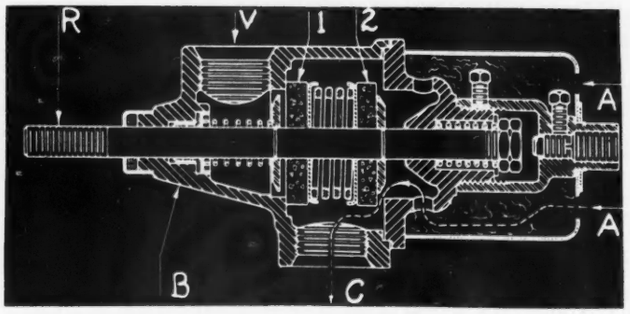


Diagram shows position of valve mechanism when brakes are fully applied: C, air passage from within cylinder at rear of piston; V, opening to manifold; R, valve rod; A, opening to atmospheric pressure through air filter; B, body of valve

Trailer Operators...

These two free booklets will definitely show you how to *save money!*

READING these booklets will help you to *reduce your costs of trailer operation.*

They describe the results of a nation-wide field investigation by Timken engineers into the causes of excessive wear of tires on trailers. The results of this exhaustive study are verified by tire manufacturers.

Tires on trailers are subject to all common causes of excessive wear that may develop on trucks

Plus...

an entirely separate set of conditions peculiar to trailers.

The problem is shown to be an axle problem, as well as a tire problem.

It is vitally important that your trailer axles be of up-to-date design, to meet today's low cost demands; and *not* merely relics of yesterday's slow transportation—on solid tires, without brakes.

We mail these booklets gladly, free of charge, upon request.

TIMKEN

Tubular Trailer Axles

THE TIMKEN-DETROIT AXLE COMPANY
Detroit, Michigan

COMMERCIAL CAR JOURNAL

NEWS

AUTOMOTIVE FLASHES

Stutz Buys Pak-Age-Car

The Stutz Motor Car Co. announces that it has completed arrangements whereby it will acquire the Pak-Age-Car Co., controlled by the Mechanical Manufacturing Co., one of the Swift interests in Chicago. Under the plan Stutz will receive the inventory, jigs, dies, fixtures, engineering data and license from the inventors. The car will be built in the Stutz factory in Indianapolis.

Bottlers to Internationalize

An international aspect is assured for the Annual Convention and Exposition of the American Bottlers of Carbonated Beverages to be held at Cleveland Nov. 14-18. Members of the beverage industry in foreign countries are signifying their intention to attend the conclave, according to Junior Owens, secretary.

Sustained Business Pick-Up

A sustained pick-up in business is indicated by the report of E. J. Bush, general sales manager of Diamond T, who said that sales in the first half of August tend toward a 100 per cent increase over July.

A Ray of Light

The Foto-Switch, a photo-electric relay, is announced by G-M Laboratories, Inc., Chicago, for controlling any sort of electrical device, such as motors, electric signs, signals or alarms through the medium of a light beam.

Soil, a Truck Power

Farmers are the country's largest single occupational class of truck owners. The National Farm Census reveals there are 4,134,675 passenger cars and 900,385 trucks on farms.

Spring Perch Moves

The Spring Perch Co., a pioneer automotive supplier, recently completed the removal of its entire plant from Bridgeport, Conn., to Lackawanna, N. Y., thereby bringing the company closer to its source of raw material and its markets.

G.M.C. Keeps Earnings Up

Net earnings of General Motors Corp. for the second quarter ended June 30, 1932, amounted to $5,326,377. The corporation also declared the regular quarterly dividend of 25 cents on common stock.

A No-Split Rim

A rim, consisting of two parts, having no split, made in 5 or 6-in. size for truck disk or cast wheels and interchangeable with present equipment, is announced by Firestone Tire & Rubber Co. The principle is simple; part of the ring is placed in the gutter of the rim and then snapped into position over the outside shoulder of the gutter. It settles firmly into place when tire is inflated.

A Syrian Camel

The Marmon-Herrington all-wheel drive truck and trailer equipment, especially designed for the Iraq Petroleum Co. to be used in constructing a pipe line across the Syrian desert, has successfully passed initial tests. The equipment will be required to carry 40 tons 100-mile distances. There are 30 tires, brakes are air operated and transmissions provide 12 speeds.

Spots 38 Cowdrey Testers

The Post Office Department has just placed an order for 38 all-purpose Bendix-Cowdrey brake testers for spotting in various cities over the country.

PERSONNEL CHANGES

Henry Krohn, formerly vice-president in charge of sales of Federal Motor Truck Co., has been appointed general sales manager of Continental-DeVaux Co., succeeding R. H. Mulch.

E. O. Holmgrain is now a member of the engineering staff of the Federal Motor Truck Co. Mr. Holmgrain was recently chief engineer of LaFrance-Republic Truck Corp.

W. S. Lantz, until recently manager of truck and marine engine sales for Chrysler Export Corp., has been transferred to the Dodge division as Detroit regional truck representative.

W. W. Lewis, formerly assistant director of advertising section, General Motors Corp., has been appointed director of advertising, succeeding D. P. Brother, resigned and now vice-president of the Campbell-Ewald Co.

James C. McCabe is the new manager of the Michigan Motor Transport Association, succeeding Milton R. Palmer, who died suddenly early in August.

Watta Truck Load

Taxes paid by trucks and buses in 1931 totaled $293,000,000 or more than 28½ per cent of all motor vehicle collections, the N.A.C.C. reports in its yearbook. These vehicles represented less than 13½ per cent of all vehicles in operation. The total is made up as follows: gasoline, $144,530; registration, $77,000,000; bus gas taxes and fees, $31,775,000 and personal, municipal, etc., $40,000,000.

Ray A. Graham

Ray A. Graham, youngest of the three Graham brothers, died in August. His death resulted from a relapse of a serious nervous breakdown. Mr. Graham, who was 45, was credited as the mechanical genius and financial expert of the famous brother trio. Besides his brothers he is survived by his widow and three children.

Indicates Depression Recovery

W. O'Neil, president, General Tire & Rubber Co., points to the fact that his company has sold more units this year than any previous similar period in its history as an indication to an early recovery from the depression. For the first six months General sold 17.6 per cent more tires than any other previous half-year period.

Fleet Sales Increase

Fleet sales of cars and trucks for commercial use by Chevrolet Motor Co. during the first six months of this year showed an increase over the same period last year of 13.7 per cent, according to H. J. Klingler, general sales manager.

A Wheel for "Doughnuts"

It is reported that production will be located in the Clark Equipment Co. plant in Buchanan, Mich., on a new wheel designed for use in connection with super-balloon tires.

India Tire Ups Prices

India Tire & Rubber Co., operating on a seven-day-a-week basis and with four 6-hour shifts, has increased prices on all tires and tubes from 11 to 15 per cent, adding the federal excise tax.

Same But Different

Brake lining sold in rolls is not taxable, but when cut to lengths to fit certain vehicles it is taxable, according to an informal ruling just handed down by the Bureau of Internal Revenue.

Timken Reports Profits

Net earnings of the Timken Roller Bearing Co. and subsidiaries for first six months of year were $417,520.68, after charges and Federal taxes.

More Truck Law Changes Are Inscribed in Legal Books

A Service for Readers

Commercial Car Journal is prepared to serve readers who desire legislative information pertaining exclusively to motor trucks. State your problems clearly and in detail and address your communication to the Editor. Replies will be mailed as quickly as the information can be procured.

READERS anxious to keep up-to-date on changes constantly occurring in state motor vehicle size and weight restrictions can do so by making the following marginal notes on the COMMERCIAL CAR JOURNAL compilation published in the July issue, page 30. A revised interpretation of state laws in tabular form incorporating all changes since July will appear in the November issue.

Kansas: Combination length should be 52 instead of 50 ft.

Mississippi: Lengths have been changed from 30 and 60 ft. to 33 and 50 ft. for single and combination units, respectively. Height has been increased six inches to 12½ ft. Trucks (four or six-wheel) and tractor and semi-trailers are limited to 22,000 lb.; trucks and four-wheel trailers or any larger combination are held to 30,000 lb. After May, 1934, trucks of more than two tons gross weight must be equipped with pneumatic tires. Load per inch tire width is restricted to 700 instead of 400 to 800 lb.

New Mexico: Axle load in four-wheel vehicles of less than eight feet decreases to 8400 lb.; single units of more than four wheel are permitted 13,000 lb.

Following are some of the court rulings, legislative enactments and proposed bills reported from various states:

Alabama

Governor B. M. Miller sounded a budget balancing call during August placing before the specially assembled legislators trucks, buses and trailers as the victims to that end. The sacrifice is to take the form of a recently enacted Mississippi bill, which exacts a levy on a mileage and capacity rate. The governor also asked for an amendment that would permit the state to take part or all of the gasoline tax, which, at present, is divided between state and counties. To date legislative activity has been confined to a sales tax on retail dealers, estimated to swell the State Exchequer $5,000,000. In the two bills introduced gross sales of truck dealers would be taxed not more than one per cent. A special paragraph, however, exempts gasoline, motor fuel, lubricating oil and greases.

Kentucky

Temporary relief, from enforcement by State Tax and Highway Commissions of a legislative act restricting tonnage of trucks and imposing other regulations, at least is assured by a restraining order issued recently by the Circuit Court to several truck operators. A motion to dismiss the order has been filed by the Assistant Attorney-General, but it will remain in force until acted upon by the court.

New York

The Pennsylvania Railroad has hurried an affidavit of justification into the files of the United States District Court in Philadelphia as part answer to a suit brought by four Brooklyn terminal companies for an injunction to prevent the railroad establishing store-door rail and motor delivery and collection in New York and Brooklyn. Heavy losses in net railway operating income during last two years is largely attributed to truck competition in the affidavit.

Federal Judge George E. Welsh recently cleared the path for inauguration of full motor trucking door-to-door freight service by the Pennsylvania Railroad and all other roads that so desire. His decision held that such service would not constitute "extension of lines." While the judge left the matter up to the I.C.C., that is considered enough because that body ruled in favor of the railroads.

Pennsylvania

Asserting that wage cuts and shorter working hours are due in a large part to uncontrolled competition by trucks and buses, more than 500 employees of the Pennsylvania, Reading and Baltimore & Ohio railroads organized the Railroad Employees and Taxpayers Association of Philadelphia to join with their employers in a fight for equal regulation.

Texas

Faced with rapidly accumulating proposals to increase motor truck taxes and restrictive regulations, truck owners in the Lone Star State have united with dealers in automotive equipment to form the Texas Motor Transportation Association with headquarters in Austin.

There's Fleet Repair Work For Dealers Who Drum It Up

CONTINUED FROM PAGE 27

and more economically than the fleet establishment itself."

This statement is the observation of one critic who has watched the retailing and servicing of trucks over a period of years.

When the questions raised by this critic and friend of the industry were propounded to W. B. McMillan, service superintendent of the Milam Chevrolet Co. and in direct charge of commercial vehicle servicing, he replied:

"We make energetic efforts at all times to merchandise our repair work to San Antonio fleet operators. We recognize service as being a commodity just as new or used cars are, and therefore it has to be sold. We do not wait Mahomet-like for the mountain to come to us; instead, we go out after fleet repair work.

"The strongest plank in our platform for bringing in truck repair patronage is individual canvassing. Since I have had some experience in canvassing, the bulk of this work falls to me. I spend about seven days of each month outside the plant in direct contact with fleet operators.

"There are many reasons why merchandising truck repair service by canvassing is an effective method. In the first place, it is a personal method. Being such, it causes the truck owner or operator, whether he has three trucks on the streets or a fleet of seventy, to think that you value his business and that you are going to take pains with it. More than that, it makes him think you are interested in his problems, and it is just here that a personal visit is worth a whole lot. The solicitor has a chance to see the truck in operation, a chance to get a direct line on what the operator expects it to do and is trying to make it do. He has an opportunity on his visits to show the value of periodic inspections and complete overhaul in a well-equipped shop, such inspections and preventive repairs to be in the nature of precautions to prevent costly breakdowns.

"The friendly relations incident to the personal contact of a canvass built up through personal contact is a big factor in merchandising service to fleet operators. When the operator has trouble with his equipment, it is just as natural for him to call in a man whom he knows as it is for a person to call his family doctor when sickness comes along. Other things being equal, he is likely to call the company that has taken the trouble to send a man out to his place to do a little missionary work perhaps before his trucks actually needed much in the way of repair work.

"We use other methods, of course, in merchandising our service to fleet operators, and some of them are quite effective, but canvassing seems to have the edge on them all.

"In canvassing, we are usually able to convince a prospective customer that we are capable of doing fleet repair work better and cheaper than he is able to do it at his place because of our completely equipped machine shop, manned by mechanics who are experts in their lines. We emphasize the point that shop equipment is an absolute necessity in making proper engine repairs and that such a set-up of machines and repair equipment as we have is entirely too costly for a private shop to install. We explain that these machines together with expert mechanics to operate them enable us to correctly turn out jobs at a rapid rate and that this turnover allows us to make him a very satisfactory labor charge.

"We also stress the point that we are prepared to give him a complete service, that none of our work is sub-let, and that since it is all done in our shops, it is more likely to be a better balanced job than it would be were the operator to shop around, getting a little work done here and a little there and some at his own place."

Night servicing of trucks at the Milam Chevrolet has been received with wide acclaim by the trade in and about San Antonio. "Fully 60 per cent of our truck repairing is now done at night," Mr. McMillan said. "We use all possible means to make this service fast. We are equipped to take a truck at the close of its day's run, make engine, rear-end adjustments and other repairs overnight and have the truck on the streets the following morning."

There is no additional charge to truck owners for night service. The company has a night shift of mechanics who service both passenger and commercial cars. Mechanics work on a flat rate basis night and day, the rate being the same for work done at any time.

"While engines in passenger cars and trucks are the same, there are differences in the brakes and the rear-end systems," Mr. McMillan said, "therefore we find it necessary to have men in our truck department specially trained in truck work.

Mention has been made of the Milam shops being equipped to handle all phases of repairing and conditioning truck engines. The company also maintains a body repair department, a paint shop, a battery department, and has good facilities for washing and greasing cars. In other words, the establishment offers truck owners a complete service. This, no doubt, is a big reason why the truck service department is gradually securing additional customers among Chevrolet truck owners. With the exception of tires, the company does all the automotive repair and service work of its fleet owner accounts.

The company has constituted itself as an educational center for its fleet owners, showing them the importance of careful driving and periodic inspections in prolonging the life of their motor equipment and in contributing to the satisfactory performance of their trucks. The service manager has prepared a special form, known as a driver's daily report, that is distributed upon request to fleet operators. This report has blanks for the driver to check in certain data at the end of each day. He then turns the report over to the fleet superintendent or to whomsoever is in charge.

The company also keeps a card index of each fleet owner's equipment. These cards are so arranged that certain ones come up at regular intervals to remind the office to mail out literature or the service manager to pay a personal call. Service cards or letters go out to fleet owners each month.

The Milam Chevrolet Company management never lets a Sunday pass without having a publicity story in the automotive sections of each of the two San Antonio Sunday newspapers. A good proportion of these feature certain phases of commercial car service in the shops of the Milam company.

These Men Want Work

CONTINUED FROM PAGE 17

Stumm, L. H., 51 Park Ave., Auburn, N. Y. 15 years in truck business in retail and wholesale truck sales capacities, mostly wholesale. 1917-18, with Smith-form-a-Truck and Federal. 1919, with I.H.C. out of Albany, N. Y. 1919-29, with Garford and Relay. 1930 to date, partner with R. E. Tanner in a distributorship of Relay trucks at Rochester, N. Y. Wants position in sales capacity and will go to any part of the country, having wholesaled in Rocky Mountain States, Ohio, Kentucky, West Virginia, Maryland, North Carolina, Pennsylvania and New York. Is immediately available. Can furnish satisfactory references.

Fleet Operators

Detwiler, E. Elwood (32), 2141 Anchor St., Phila., Pa. Fifteen years experience in truck and bus fleet operation and maintenance. Can furnish satisfactory reference as to ability and character. Prefers position in a maintenance supervisory capacity. Willing to go anywhere and is immediately available.

Lindquist, Nels H. (45), 3803 W. 61st Pl., Chicago, Ill. More than 21 years as fleet superintendent, garage manager and head mechanic. Served as garage manager previous to World War. Joined Rittenhouse & Embree Lumber Co. in 1919 in charge of that company's then seven-truck fleet. Fleet expanded to 21 units in '28. Capable of servicing or managing maintenance of any make truck or passenger car. Wants any connection in the service field.

Anonymous

A5—20 years experience in automotive industry in engineering, sales, production and vehicle operation capacity. Was engaged for three years as chief draftsman by a large British truck and bus firm; conducted own truck sales business for five years; was connected with another British truck manufacturer as production engineer and general manager; recently terminated a two-year connection with a London transport company, employing large fleet of light and heavy trucks and trailers, the former powered by gasoline and fuel engines. Desires any position in Canada in an engineering or sales capacity. Can organize and manage the manufacture or assembly of trucks and sales and service of a branch plant for trucks, trailers or kindred equipment.

A-6, (29), Charlotte, N. C. Spent two years in office and parts department work in White factory branch. Five years with International Harvester Co., three of which as manager factory branch sales and service. Two years territory sales on truck equipment—trailers and six-wheel attachments.

A-7, (32), Sold trucks for ten years in New York territory. Has list of 3000 owners and is familiar with dealer problem in the metropolitan territory. Attended Cathedral College, Brooklyn, and St. Joseph's, Baltimore. References.

A-8, (48), Western New York. Wide experience in wholesale and retail sales and in service. Spent six years in automotive factories, several years in factory, distributor and field service and 13 years in wholesale and retail selling capacities with reputable companies. Can prepare and illustrate parts oooks. Was member of S.A.E. Available on short notice. Prefers connection in selling, wholesale or retail, or in a service capacity.

Goodyear All-Weather Balloon equipped installation — 3-ton tractor, 3-ton semi-trailer, and 3-ton trailer — of the Blodgett Packing & Storage Co. fleet, Grand Rapids, Michigan

"GOODYEARS 100% FOR ECONOMY AND MILEAGE"

BLODGETT Packing & Storage Company transports loads of furniture over long distances, Grand Rapids to Chicago, Grand Rapids to Cleveland, with return five- to 20-ton cargoes.

Its interstate fleet of twenty dual-equipment vans all travel 100% on Goodyear All-Weather Tread Truck Tires.

Mr. L. R. Blodgett's latest report on the typical performance of Goodyear Tires in this service sets out these facts:

"One of our tractors with semi-trailer with Goodyear Tires 32 x 6 purchased March 27, 1931, has traveled to date (May 23, 1932) 62,000 miles on the original set of ten and two extras.

"The installation illustrated herewith, 3-ton tractor, 3-ton semi and 3-ton trailer, is equipped with 9.00 x 20 Goodyear All-Weather Balloons. This combination, carrying up to 20 tons at a time, has traveled 52,000 miles, the tires showing only normal wear.

"We are using Goodyear 100 per cent and are sold on the durability and mileage. We pay close attention to not overloading."

Goodyears will deliver the same results of long-lived, trouble-free, economical performance in your service. They are the only tires with the world-famous All-Weather Tread for powerful traction and the extra-elastic, extra durable bodies of Supertwist Cord.

See your Goodyear Truck Tire Service Station Dealer for the right type and size of Goodyear All-Weather Tread Truck Tires for your trucks and trailers.

Goodyear K-Rim for Trucks and Trailers

Extra valuable, too, are the advantages of Goodyear K-Rims — noted for their ease of operation, with open valve stem slot and split base; for their safety in service, and their interchangeable mounting

Specify Goodyear All-Weather Balloons on your new trucks and trailers

GOODYEAR

MORE TONS ARE HAULED ON GOODYEAR TRUCK TIRES THAN ON ANY OTHER KIND

40 Purchasing Agents Look At the Faults of Salesmen

CONTINUED FROM PAGE 18

4. Salesmen who call too often with nothing definite in mind—no objective.

5. Salesmen who like to talk about everything but business.

6. Salesmen who because of these and many other reasons take entirely too much time and have no respect for the time of the purchasing agent or other salesmen.

7. The "personality" or "good-fellow" type.

8. The "high-pressure" type, who makes a lot of general statements and claims, and does not bother to try to prove them, apparently feeling that you should take his word for it.

9. The salesman who knows too little or nothing of his line.

10. The salesman who knows nothing of his prospects' uses or needs.

11. The salesman who has too much confidence in himself and his personal acquaintance with you, and therefore gives a few general facts, but doesn't go to work seriously.

12. The man who wants an edge—or wants to know what his competitors are quoting.

13. The salesman who knows the boss or spends most of his time trying to sell nearly everybody but the purchasing agent.

That makes up the 13 general types which we have tabulated, and some say that 13 is bad luck. In the business of selling it most assuredly will be bad luck for you and your sales volume if you have many salesmen who fall into these negative groups.

The answer to "what type of salesman is most effective?" lies in eliminating objectionable sales methods and the objectionable type of salesman. Better selection and training will help a lot and I quote some concise suggestions as turned in by purchasing agents:

"The salesman who is truthful, competent, direct, courteous, considerate, talks business and knows when to stop will get along the best."

"We want salesmen who know their products, the policy of their house and something of our needs, for they should be as much interested in our making a good purchase as we are."

"A salesman is one who can present a new idea, keep you honestly informed as to market conditions, help out on special or unusual problems, and see to it that instructions are carried out."

"If a properly trained man will strive to show his customer methods of reducing costs, improving quality and increasing efficiency, then his interviews are bound to be more effective and to show results in his sales."

Let me close with these notes on salesmen and salesmen's calls:

Sales managers and business executives directly interested in their firm's sales should pay more attention to their salesmen and all their interviews.

They should do something to eliminate the dull, haphazard, thoughtless and only partially effective call which makes up an estimated 75 per cent of all salesmen's calls.

The salesman in many cases knows little or nothing of the requirements or buying habits of the firm on which he is calling, consequently he wastes a lot of his own time—as well as the time of the purchasing agent.

If the average salesman would do some thinking before making the call and then intelligently go to work during the interview, he could eliminate most of the unsatisfactory, annoying and non-productive calls. That would give him more time to concentrate on his better prospects and would permit the purchasing agent to give much more time to the thoughtful salesman who really has a message and knows not only his line, but also what it means to the firm he is trying to sell.

You Must Juggle the Gear Ratio to Lick Truck Jobs

CONTINUED FROM PAGE 20

two pairs of gears instead of the simple pair of gears, in Fig. 1.

A typical gear box embodies a direct drive (commonly called 1 to 1), a reduction of 1.74 to 1 in third, 3.72 to 1 in second and 6.19 to 1 in first. All of these ratios are provided within the gear box itself and are separate from the rear axle ratios. However, transmission ratios have the same effect as altering the rear axle ratio. When a transmission is operating in any gear the ratio between engine speed (or revolutions) and rear wheel speed (or revolutions) is called the overall ratio and it is the rear box ratio multiplied by the rear axle ratio.

The transmission mentioned may be used as example. In third gear, it has a ratio of 1.74 and this multiplied by a rear axle ratio of, say 4.6 gives an overall ratio of 1.74 x 4.6, which equals 8.004 to 1, which means that the engine turns over eight revolutions to one revolution of the rear wheels. Figuring another way it means that if the engine is turning over 1000 revolutions per minute the rear wheels will turn over 1000 divided by 8.00 or 125 r.p.m.

Auxiliary transmissions are used to provide a still greater range of ratios between engine revolutions and rear wheel revolutions. As in the case of main transmissions, the auxiliary ratios are multiplied by the other ratios to determine the overall ratio. Auxiliaries usually are of two-speed type, a direct and a reduction, or three-speed models, an under, direct and over.

Overdrives, which may be incorporated also in main transmissions instead of a reduction gear, cause the driven shaft to turn faster than the driving shaft. An auxiliary mounted amidships in a truck frame, when engaged in overdrive, makes the propeller shaft turn faster than the engine. Overdrive ratios are always less than 1, for illustration, .67 to 1 or .7 to 1. Use of an overdrive is equal to changing rear axle ratio to a faster figure. If we engage overdrive on an auxiliary with a ratio of .67 to 1 and the rear axle ratio is 8 to 1 the overall ratio is .67 x 8 which equals 5.36. The underdrive ratio in an auxiliary also affects the overall ratio. Suppose we have an auxiliary with ratios of: underdrive 2.25 to 1; direct and overdrive of .67 to 1 used with the four-speed transmission and the 4.6 to 1 rear axle ratio previously mentioned. To pull out of a soft spot in the road we put the main transmission in low (ratio of 6.19 to 1) and the auxiliary in low (2.25 to 1) and the overall ratio then is 6.19 x 2.25 x 4.6 = 64.06 to 1.

Transmission and rear axle ratios usually are considered as means of acquiring more torque for overcoming resistance to travel of a truck in bad going or up steep grades. These ratios affect engine speed for a given truck speed in like proportion. In these days of high road speeds, the question of engine speed is important. Owners who wish to operate trucks at 40 miles per hour want to know how fast the engine will be winding up to make that speed.

The speed of an engine for any given truck speed or the truck speed for a given engine speed can be calculated by formula.

M. P. H. equals 60 x engine speed x 2 x 3.1416 x rolling radius of tire divided by number of feet in one mile (5280 x 12 x gear ratio) or simplified M. P. H. equals engine speed x rolling radius of tire in inches divided by 168 x gear reduction.

Transposing the factors gives engine speed in revolutions per minute for a given truck speed.

Engine R. P. M. equals M. P. H. x 168 x gear reduction divided by rolling radius of tire.

A popular model truck has 5.43 to 1 rear axle ratio, an engine which gives maximum horsepower at 2800 r.p.m. and carries tires which have a rolling radius of 15.30 in. Truck speed therefore is 2800 x 15.3 divided by 168 x 5.43 which equals 46 m.p.h.

N. E. L. A.'s Cost System Can Be Switched to Any Size Fleet

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gasoline, oil and anti-freeze dispensed by fleet stations to each vehicle. Reports are forwarded to the Accounting Department, where they are priced and posted to Form B-6. Anti-freeze solution is charged to Garage Expense Material Account No. 11 or Modified Account Classification No. 6.

Form B-6. Detail of Motor Vehicle Costs—Monthly—is an 8½ x 11-in. work-sheet used to accumulate daily operating costs of each vehicle independently for an entire month for posting at end of month on Form A-3 as used in Plan A.

Details of Plan C with its 13 forms will be discussed and illustrated ir the October issue.

Yes! *said* 88 *out of* 100 CAR OWNERS

WE picked 100 average citizens in a well defined territory that statistics showed was typical of the whole nation... and asked them some pertinent questions.

Among the questions we asked these automobile owners was the vital one of what brake lining name was best known to them. These people were strangers to the research men. They owned all kinds of cars and were engaged in all walks of life. The fact that 88 out of 100 said, "RAYBESTOS" again proved our contention that you can ask 100,000 motorists the same question—any time—any place—and the results will be the same.

It is only natural that more motorists know the Raybestos name than any other advertised brake lining in America. Raybestos has been talking to them through all forms of advertising including the pages of the great national publications, for more than a quarter of a century. Raybestos has become the American motorists' by-name for quality brake linings. This should be significant. Raybestos Silver-Edge Brake Linings make sales easier and more profitable for you. Satisfied customers are still one of the greatest methods of building your business. Don't overlook that.

Safety above all else!

SILVER EDGE Raybestos BRAKE LININGS

THE RAYBESTOS DIVISION
of Raybestos-Manhattan, Inc., Bridgeport, Conn.

Will Trucks Whiz Down Super-Highways Some Day?

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000 to 40,000 cars and trucks a day.

The owners of these proposed highways could well afford to charge $2.00 for a run between Chicago and New York. For a shorter distance, say 200 to 300 miles, charge $1.00, and for anything less than 100 miles charge $0.50.

Would people patronize toll highways? They would for several reasons. Much as we boast of our present highways, they are, for great part, inadequate. In the first place, less than 3 per cent of all roads are surfaced. In the second place, even recently built roads, including those built by the Federal Government, are far from being super-highways compared to those suggested here.

Even beyond this, although sharp curves and hills have been partially eliminated, the smoothest stretches of today's finest highways cannot compare with the extremely gradual rises and drops in any railroad right-of-way. These eliminations add a safety factor to passenger traffic alone well worth the approval of safety councils.

Other advantages of super-highways are well known. They appear to be the next link in our economic growth. Our present method of highway financing is altogether inadequate for the purpose. We can no longer float bond issues to be amortized out of tax receipts. Ex-President Coolidge in one of his recent articles has called our attention to the folly of further increases in government debts. It only acts as a boomerang, and the sooner we realize it the better off we are. The gasoline tax proved a failure during hard times. In spite of record gas tax receipts during the past two years, the number of miles of new highways built is nowhere near commensurate to the amount collected. The depression has been used by several states as an excuse for conversion of gas taxes into the general fund, and highway construction has been retarded. Who will build roads this year if taxes collected for road building are diverted into other channels? Automobile manufacturers will build approximately two million cars and trucks in 1932, and these cars and trucks need an ever-increasing amount of room on the highways. But new road building has slowed down materially this year and, furthermore, the old roads are not suitable for the new high speeds built into modern motor cars and trucks. These cars and trucks would flock to super-highways where fast speeds were attainable safely and where the nuisance of petty speed traps was eliminated.

The toll charge on these super-highways would average $0.0028 per mile, as compared with $0.0033 per mile figured on an average gas tax of 4 cents per gallon. In spite of a considerable gas tax all we can now show the taxpayers are patchy, sharp-curve, up-and-down hill roads engineered by a different group of highway officials every few miles. Furthermore, the influences of local conditions are not always the most beneficial for the construction of suitable roads. If a certain local company engaged in the manufacture of building materials has a strong local following, the highway engineers are likely to specify their materials even if they do not conform to safety and economical standards established by the engineering fraternity.

Highway engineers have learned how to build roads suitable for the ever-increasing load of interurban motor traffic. If privately owned trunk highways, operating under government franchise, were to be built, we would be more likely to have suitable roads constructed in strict accordance with best road-building practices, because the profits of this enterprise would depend upon public patronage.

The conversion of trunk line railroads into mammoth and far-reaching toll highways would give a new impetus to hundreds of industries. It would light up steel mills to supply reenforcing bars for the concrete. It would reopen cement plants to furnish millions of bags of cement, and more millions of yards of earth would have to be moved in process of widening narrow sections of road-bed. This would require power shovels, graders, trucks and trailers.

Even State highway programs would be affected favorably in order to supply necessary feeder roads which the public will demand to make each super-highway accessible. At the point of intersections gasoline stations would be built. These stations could be operated by the highway owners or leased on a concession basis to individuals who would act as gatekeepers and toll collectors for incoming and outgoing traffic.

Garages and hotels would spring up to feed off the highway traffic. Each of these roadside structures would require bricks, mortar, roofing, lumber, wiring, plumbing and sewage, water, gas and special equipment. Such construction would reach deep into the heart of our basic industries to supply these materials.

Experience shows that modern highways, free from the grime, soot and smoke found in railroad slums, increase property values by attracting beautiful homes and residential construction. Take any railroad approach to any metropolitan center to see the pitiful sight of dilapidated shacks that would have been torn down long ago if the property owners could have profited by it.

Super-highways would make it possible for these people to move into more modern homes and will blast the way for subdivision work in suburban home construction. This in turn would bring population shifts and, attendant to it, residential and commercial construction.

All of this means business!

Transportation is deeply rooted in our national economy, but railroad transportation is only the vehicle of a given generation; and when the first surplus rail track is converted into a super-highway, this present generation will have asserted its right to build as it sees best, and a long stride forward in national progress will have been accomplished.

Our Industry Needs Leaders—Not Drivers

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portance of intelligent sales direction.

Not long ago I was talking to the sales manager of a truck company that enjoys an important position in the industry and during the conversation I asked him what course of training he was giving new salesmen coming into his organization. "Well," he hesitatingly replied, "to be perfectly frank about it, not very much training or sales promotion work is being directed toward our men." Yet previous to this question this sales manager remarked that his greatest problem was procuring good truck salesmen.

It is needless to expound upon the importance of training a new man in any line of business, yet our industry as a whole appears indifferent to definite development along the lines of sales promotion. This particular sales manager previously mentioned stated that he believed at this time a salesman's contacts were far more valuable than his sales ability, due to the bad practices throughout the truck business—more of a horse-swapping sales procedure than real ability where the sale is made strictly upon the merits of the product intelligently applied.

To a certain extent this sales manager was absolutely correct in his conclusions, and what a sad state of affairs for an industry as large as ours. This thought, together with the probability that it will continue so is not only most discouraging but inexcusable. One truck company developed a splendid course of training, but for the last year or so it seems to have been forgotten. Two companies I know of now are laying the ground work for real intelligent sales direction. However, sales promotion must be continually progressive in order to procure the desired results, and constant study must be made of comparative methods, and of new models that are offered by the industry generally.

(EDITOR'S NOTE—Next month the author will discuss the bad practices of the industry which are hampering sales organizations. He will discuss: Capacity ratings; inflated prices; over-allowances on trade-ins; sales literature and truck advertising. While awaiting the next article, send your reactions to this one to the editor of COMMERCIAL CAR JOURNAL, Philadelphia, Pa.)

Truck Accident Rate Drops to a Lower Level

CONTINUED FROM PAGE 30

results in death, personal injury or property damage, regardless of who was hurt, what property was damaged or who was responsible.)

But most remarkable in the report, and certainly most gratifying to the Council, is the fact that 555 different fleets, operating over 35,000 vehicles, collaborated in safety work last year.

The significance of this number is best appreciated when realized that it represents a gain over 1930 of almost 200 fleets, or 56 per cent. If recognition of the work of the Council continues at this rate reports of future results should certainly become excellent barometers of the progress of accident prevention efforts.

This very commendable cooperation has made possible the accompanying tabulation in which is compressed for quick and convenient study the 1931 accident experience of 499 fleets of all types operating almost 33,000 vehicles over 442,000,000 miles during the year.

The vocational break-down of the analysis as well as the sub-divisions of small, medium and large fleets greatly increases the value of the tabulation by facilitating comparisons between organizations of similar size.

A glance reveals the following very interesting facts: Horse-drawn vehicles had the highest accident rate, 14.35 per 100,000 miles; commercially used passenger cars the lowest, 1.67. Buses had slightly worse than the average experience of 5.08 for all types of vehicles and taxicabs had the high experience of 10.17. Among the truck vocations, which averaged 5.65, fleets operated by manufacturing establishments had the lowest rate, 2.98; fleets operated by ice and coal companies the highest, 9.40.

Another interesting revelation is the fact that small and medium fleets in the truck vocational classifications had generally better accident experience than large ones. In the group of 80 transfer, freighting and truck fleets, for example, small fleets averaged 2.90 accidents per 100,000 vehicle miles as compared with 8.35 for large ones.

Individual Records

Details of each submitting fleet, contained in the inside pages of the Council's report under key numbers, give interesting accident records of individual concerns which, of course are not indicated in the composite tabulation. For example, the best no-accident record in any division was made by a fleet of 22 laundry trucks, which operated the entire year, in which 356,000 miles were covered, without a single accident. This is noteworthy in view of the average rate for large laundries of 8.07. Among heavy trucks a very good record was made by a fleet in the transfer, freighting and truck division, which had a rate of 1.20 in comparison with the average for its class of 8.35. This organization operated 30 trucks 500,000 miles during the year.

Fleets of department stores had the highest rates for light commercial trucks, averaging 6.92, but some very good records were established by individual fleets. The leading large fleet averaged 4.92, and the best record among medium-size units was 1.23.

Comparisons of the 1931 and 1930 performance of individual companies also are very enlightening, some fleets showing marked improvement over 1930. A large dairy fleet, as a case in point, had 304 accidents in 1930, but only 207 in 1931. Its rate decreased from 4.39 to 3.20 or 27 per cent, which is over twice the reduction made by all fleets reporting for both years. A similar reduction was made by a large ice and coal company operating in a large city where traffic conditions make a good safety record difficult. On the other hand, the 1931 rate of a large laundry fleet is 65 per cent higher than for 1930.

Copies of this report, prepared by the Statistics Committee, Delivery, Taxicab and Bus Section, may be obtained from the National Safety Council, Inc., 20 North Wacker Drive, Chicago.

Preventive Maintenance Is Bromo for Winter Headaches

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should be checked. New packing may be a wise investment even though the packing in place "will do a while longer." There is no profit in trying to make packing take the place of metal in a badly grooved or scored shaft. Nor is anything to be gained by using odds and ends, such as wrapping twine, in place of good packing suited to its purpose.

Cooling system inspection and checking prepare a truck for parking outside in cold weather without harm, but that is not the end of the matter. Trucks are not purchased to serve as stationary platforms, but to operate, and cold weather affects their operation in many ways in addition to freezing cooling water.

Harder starting is, perhaps, the most noticeable trouble in cold weather operation. Cold thickens oil in the engine making turning over for starting difficult, it makes gasoline less volatile and therefore harder to burn, and it reduces capacity of batteries at a time when they need most capacity.

An engine in good condition and adjustment can be started under normal cold weather conditions. An engine tune operation checks most of these points required for a good start. Spark plugs with electrodes burned away may make starting difficult or impossible. Ignition points which are pitted make starting a painful ordeal. Nothing but trouble can come from water in carburetor bowl or strainer.

The battery, neglected and unhonored in warm weather, suddenly becomes important when winter comes. A charged battery is safe from freezing in cold weather and from harm from demands made upon it. Discharged it will freeze and fail. No more current can possibly come out of a storage battery than is put in it and therefore the charging rate must be adequate to meet demands made upon the battery. Voltage regulated systems take care of this situation automatically, current regulated types may require adjustment of the charging rate in winter weather.

Carburetors need little attention and get just about that much, but they repay owners for a little thoughtfulness when winter approaches. Not only must water be drained from fuel lines and all depressions, including bowl and strainers, but it must be drained off frequently. Finely adjusted carburetors may require a change in adjustment for cold weather. Others may give better results if jets are changed. Operating conditions establish the carburetor requirements. A truck used on long high-speed trips carrying radiator shutters may maintain summer conditions under the hood, another in shuttle service with long periods of loading and unloading with engine shut down keeps the engine cold most of the time. In any event the idling adjustment should be checked to prevent loading during long periods of idling.

Seasonal adjustments are provided on many engines for amount of heat applied to air entering the carburetor or to the mixture on the way to the cylinders. It takes but a few minutes to make the adjustment, but it is frequently neglected. Of similar importance is operation of manual controls of choke and manifold heat. Valves handling exhaust gas become clogged with carbon, carburetor chokes fail to operate properly. Both should be put in order and then scheduled on the periodic inspection.

Oil "Channeling"

Lubrication of working parts must continue despite lowest temperature. Engine oil must flow at the temperature at which an engine is started, otherwise rapid wear or immediate destruction follows. Transmission and rear axle lubricants which channel during operation on the road fail in their purpose. Drivers kick when "it takes both hands to move the gearshift lever," but there is no one to speak for the rear axle. Just what changes should be made in lubricants used in winter is a subject too broad for this discussion. The important thing is to do whatever is to be done and so prevent trouble.

COMMERCIAL CAR JOURNAL'S

CORRECTIONS ARE MADE EACH MONTH FROM DATA SUPPLIED DIRECT BY TRUCK MAKERS +

Line Number	MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS									FRAME	
										ENGINE		TRANSMISSION			REAR AXLE			GEAR RATIOS		
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	A.C.F.	160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6-4¼x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3	P
2		175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3	P
3		175A	7½	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3	P
4	Am. LaF. Big Ch.	16	5	6725	226	242	24000	10000	P40x8	DP40x8	Own 16R	6-4½x6	Own 16R	A 4	No	Own 16R	2F	R	6.13	33.0	9¼x2½x¼	T
5	Armleder	11	Ha 2–3	1570	156	195	11500	4070	B7.00/20	DB7.00/20	Con 16C	6-3⅝x4⅝	Fu WOBB	U 4	No	Tim 53200H	BF	H	5.83	31.2	6x3x¼	P
6		21	Ha 2½–4	2185	160	207	15300	4783	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Fu MLU	U 4	No	Tim 54200H	BF	H	6.06	38.5	6x3x¼	P
7		31	Ha 3½–5	2745	146	213	19500	5838	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim 56200H	BF	R	6.02	39.2	7x3x¼	P
8		41	Ha 4–5½	3050	160	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim 58200H	BF	R	6.83	43.8	7x3x¼	P
9		61	Ha 5–7	3625	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu MGU	U 4	No	Tim 65706H	WF	R	8.5	55.2	8¼x3x⅜	P
10		71	Ha 7–9	4595	164	235	29500	7800	B10.50/20	DB10.50/20	Her YXC	6-4⅜x4¾	Fu VUOG	U 5	No	Tim 65704H	WF	R	8.5	55.2	8½x3x⅜	P
11		TRH	A 10	3645	148	174	35000	6250	B9.75/20	DB9.75/20	Her YXC3	6-4⅜x4¾	Fu VUOG	U 5	No	Tim 58200H	BF	R	7.8	55.1	7x3x¼	P
12		TRD	A 10	3895	148	174	39000	6450	B9.75/20	DB9.75/20	Her YXC3	6-4⅜x4¾	Fu VUOG	U 5	No	Wis 8837AL	2F	R	7.8	56.8	7x3x¼	P
13	Atterbury	A	1	1095	132	145	7000	3400	P30x5	P30x5	Lyc WTG	6-3x4¾	Wa T9	U 4	No	Tim 51000H	B	H	6.20	39.7	5¾x3⅜x¼	N
14		K	1½	1595	145	160	8000	3640	P32x6	P32x6	Lyc WTG	6-3x4¾	Wa T9	U 4	No	Tim 52200H	B	H	6.50	39.7	5¾x3¾x¼	N
15		G	2	1985	160	160	10000	3955	P32x6	DP32x6	Lyc 48L	6-3¼x4½	Co F4B	U 4	No	Tim 54200H	B	H	6.80	45.1	5¾x3¾x¼	N
16		45	2–2½	2375	175	188	12000	5300	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	Co W4C	U 4	No	Tim 54200H	B	H	6.80	39.8	7x3¼x¼	N
17		80	2½–3	2950	189	202	14000	5800	B8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	Co W4C	U 4	No	Tim 56200H	B	H	7.40	43.3	7x3¼x¼	N
18		R	3	3700	173	199	16040	7250	P34x7	DP34x7	Con 18R	6-4x4½	BL 35-4	U 4	No	Tim 65001H	WF	H	7.1	37.4	7x3¼x¼	N
19		60	3	3150	190	215	16000	6000	B9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	CoW4C	U 4	No	Tim 58200H	B	H	7.80	45.6	7x3¼x¼	N
20		65	3–3½	4050	209	221	18500	7800	B9.00/20	DB9.00/20	Con 18R	6-4x4½	BL 51-5	U 4	No	Tim 65200H	W	R	7.50	40.1	8x3¼x¼	N
21		70	3½–4	4450	222	222	23000	8400	B9.75/20	DB9.75/20	Con 20R	6-4½x4¾	BL 51-5	U 5	No	Tim 65720H	W	R	8.50	62.9	8x3¼x¼	N
22		C	3½	4750	186	220	19315	8300	B36x8	DP36x8	Con 20R	6-4½x4¾	BL 51-5	U 4	No	Tim 65706D	WF	H	7.25	38.8	8x3¼x¼	N
23		100	5–6	5675	223	237	28000	9100	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	BL 55-7	A 7	No	Tim66720DH	W	R	9.0	85.5	9x3¼x¼	N
24	Autocar	R	1½–2½	2250	159	189		5370	B7.00/20	DB7.00/20	Own R	6-3¾x4¾	BL 234	U 4	No	Own A	SF	H	5.22	33.4	6¼x3x⅜	T
25		A	2–3	3200	150	192		5800	B7.50/20	DB7.50/20	Own SD	6-4x4¾	Own T	U 4	No	Own A	SF	H	5.22	29.7	8x3x¼	T
26		D	2½–3½	3500	150	192		5990	B8.25/20	DB8.25/20	Own SD	6-4x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.4	8x3x¼	T
27	(Eng.und.seat)	HS	3–3½	4600	114	161		7900	B9.75/24	DB9.75/24	Own M	4-4½x5½	Own T	U 4	No	Own C	2F	H	8.46	53.6	7x2½x¼	T
28	" " "	SHS	3–3½	4800	114	161		7900	B9.75/24	DB9.75/24	Own SCH	6-4¼x4¾	Own T	U 4	No	Own C	2F	H	8.46	53.6	7x2½x¼	T
29		N	3–5	4600	165	227		7990	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own T	U 4	No	Own N	2F	H	7.12	45.1	8x3x¼	T
30		NS	3–5	5100	168	168		7990	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	104	9x3x¼	T
31		T	5–7	6100	192	242		9300	B10.50/20	DB10.50/20	Own SCM	6-4½x4¾	Own T	U 4	A 3	Own TG	2F	H	7.20	88.3	9x3x¼	T
32		TS	8	7000	210	210		10900	B10.50/20	DB10.50/20	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Own TG	2F	H	7.20	87.6	10½x3x⅜	T
33		C	8	7000	168	168		10900	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Wis 78720	2F	H	8.90	109	10½x3x⅜	T
34		FT	10	11000	180	234		12300	B10.50/24	DB10.50/24	Ste LT51128	6-5¼x6	BL 734	U 4	A 3	Wis 79731	2F	H	8.90	109	10½x3x⅜	T
35	Available	T14	2	1495	Op	Op	11000	4000	B6.50/20	DB6.50/20	Wau ZK	6-3⅜x4½	W-GT9	U 4	No	Tim 53200H	SF	H	6.6	42.2	6x2x¼	C
36		T20	2–2½	1975	Op	Op	13500	5000	B7 00/20	DB7.00/20	Wau TL	6-3⅜x4¾	BL 224	U 4	No	Tim 54300H	SF	R	6.8	43.5	6x2¼x⅜	P
37		T23	2½	2195	Op	Op	16000	5800	B7.50/20	DB7.50/20	Wau MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	SF	R	7.4	48.8	6x2¼x⅜	P
38		T25	2½–3	2650	Op	Op	17000	6000	B8.25/20	DB8.25/20	Wau MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	SF	R	7.4	48.8	7x2½x⅝	P
39		T30	3	2685	Op	Op	20500	6500	B8.25/20	DB8.25/20	Wau ML	6-4x4¼	BL 51	U 4	No	Tim 58200H	SF	R	7.8	41.7	7x2½x⅝	P
40		T35	3–3½	3125	Op	Op	20500	7400	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 554	U 4	No	Tim 58200H	SF	R	7.8	54.5	7x2½x⅝	P
41		T39	3½	3650	Op	Op	25500	8000	B9.75/20	DB9.75/20	Wau 8RL	6-4⅝x5½	BL 615	U 5	No	Tim 65720H	WF	R	8.5	55.6	7x2½x⅝	P
42		T43	3½–4	3850	Op	Op	25500	8150	B9.75/20	DB9.75/20	Wau 8RK	6-4⅝x5½	BL 60	A 7	No	Tim 65720H	WF	R	8.5	80.7	7x2½x⅝	P
43		T45	4	4985	Op	Op	27000	8800	B9.75/20	DB9.75/20	Wau 6AB	6-4½x5¾	BL 70-7	A 7	No	Tim 65720H	WF	R	8.5	80.7	7x2½x⅝	P
44		T50	5	5350	Op	Op	33000	9800	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 714-703	A 4	A 3	Tim 66720H	WF	R	9.5	90.0	7x2½x⅝	P
45	Biederman	10	1–1½	895	130	160		6000	B6.50/18	B6.50/18	Con 25A	6-3⅜x4	BL 124	U4	No	Cla B373	BF	R	6.5	10	31.6	7x3x⅜	T
46		20	1–1½	1195	145	175		8000	B6.00/20	DB6.00/20	Con 25A	6-3⅜x4	BL 124	U4	No	Cla B373	BF	R	6.37	39.4	7x3x⅜	T
47		25	1½–2	1250	160	175		10000	3450	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	BL 124	U4	No	Cla B373	BF	R	6.37	39.4	7x3x⅜	T
48		30	1½–2	1495	163	178		12000	4100	B7.50/20	DB7.50/20	Con 25A	6-3⅜x4	BL 124	U4	No	Cla B611	BF	R	6.37	39.4	7.3x¼	T
49		35	2–2½	1850	146	188		12000	4680	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U4	Op	Cla B611	BF	R	6.37	40.8	7x3¼	T
50		40	2½–3	2100	158	188		16000	4840	B8.25/20	DB8.25/20	Her JXC	6-3¾x4¼	BL 234	U4	Op	Cla B611	BF	R	6.37	40.8	8x3x¼	T
51		50	2½–3	2400	176	188		20000	5600	B9.00/20	DB9.00/20	Her JXC	6-3¾x4¼	BL 234	U4	Op	Cla B805	BF	R	6.42	41.2	8x3x¼	T
52		55	3–3½	2750	180	200		20000	6450	B9.00/20	DB9.00/20	Con E602	6-4½x4½	BL 524	U4	Op	Cla B805	BF	R	6.42	46.7	8x3x¼	T
53		60	3½–5	3150	170	200		24000	6820	B9.75/20	DB9.75/20	Con E602	6-4½x4½	BL 524	U4	Op	Cla B805	BF	R	7.17	52.1	8x3x¼	T
54		70	3½–5	3600	150	210		24000	7530	B9.75/20	DB9.75/20	Con E602	6-4½x4½	BL 524	U4	Op	Wis 1247	2F	R	8.00	58.7	8x3½x¼	T
55		80	5–7	3900	150	210		28000	7800	B10.50/20	DB10.50/20	Con E603	6-4¼x4½	BL 524	U4	Op	Wis 1247	2F	R	8.94	65.1	8x3½x¼	T
56	Brockway	80C	1½–2	1215	149	168		9500	4075	B6.00/20	DB6.00/20	Con 26B	6-3⅜x4	Wa T9	U 4	No	Tim 53200BY	SF	H	5.66	36.2	5⅜x2⅛x½	C
57		90C	1½–2½	1525	149	168		11500	4355	B6.50/20	DB6.50/20	Con 27B	6-3⅜x4⅝	Wa T9	U 4	No	Tim 54200H	SF	H	5.83	37.4	7⅛x2⅛x⅜	T
58		92C	2	1800	149	168		12500	4450	P32x6	DP32x6	Con 27B	6-3⅜x4⅝	Wa T9	U 4	No	Tim 54200H	SF	H	5.83	37.4	7⅛x2⅛x⅜	T
59		120C	2–3	1990	156	188		15000	5500	P32x6	DP32x6	Con 30B	6-4x4½	BL 314	U 4	No	Tim 54300H	SF	H	5.85	38.5	7½x3x¼	T
60		140C	2½–3½	2495	156	200		17500	6100	P32x6	DP32x6	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 4916L	2F	R	6.66	43.5	7½x3x¼	T
61		141C	3–4	2935	170	212		19500	6500	P32x6	DP32x6	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 69317L	2F	R	7.0	46.2	8x3x¼	T
62		170C	3–4	3160	170	212		19500	7100	P32x6	DP32x6	Con 33B	6-4½x4¾	BL 554	U 4	Op	Wis 69317L	2F	R	6.41	46.6	8x3x¼	T
63		175C	3–4	3660	170	224		19500	7200	P34x7	DP34x7	Con 34B	6-4⅜x4¾	Fu VUOG	U 5	Op	Wis 69317L	2F	R	6.41	46.6	8x3x¼	T
64		195C	3½–5	3820	170	224		22000	8100	P34x7	DP34x7	Con 33B	6-4½x4¾	BL 554	U 4	Op	Wis 1237H	2F	R	7.2	52.4	8½x3x⅜	T
65		220C	5–7	4560	170	224		25000	8675	P36x8	DP36x8	Con 34B	6-4⅜x4¾	BL 554	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8½x3x⅜	T
66		260C	7–10	5850	212	240		28000	9000	B10.50/22	DB10 50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x⅜	T
67	Chevrolet	Comm'l	½	355	109	109		4000	1935	B5.25/18	B5.25/18	Own	6-3⅛x3¾	Own	U 3	No	Own	S½	U	4.1	13.0	5x2¼x⅜	C
68		Utility	1½	520	131	131		7400	2730	P30x5	P32x6	Own	6-3⅛x3¾	Own	U 4	No	Own	S½	U	5.43	39.1	6x2¼x⅜	L
69		Utility	1½	575	157	157		8200	2930	P30x5	DP32x6	Own	6-3⅛x3¾	Own	U 4	No	Own	S½	U	5.43	39.1	7x2¾x⅝	C
70	Chicago	1-15-E	2	1395	150	174		9900	4200	B6.50/20	DB6.00/20	Wau ZK	6-3⅜x4¼	BL 224	U 4	No	Tim 53200H	BF	R	6.6	40.9	7x4x¼	T
71		1-25-E	2½	1885	160	208		11400	5100	B7.00/20	DB7.00/20	Wau TK	6-3⅜x4⅜	BL 224	U 4	No	Tim 54200H	BF	R	6.8	42.0	7x4x¼	T
72		1-30-E	3	2250	160	208		12600	5400	B7.50/20	DB7.50/20	Wau MK	6-4¼x4¾	BL 314	U 4	No	Tim 56200H	BF	R	6.2	41.0	7x4x¼	T
73		1-35-E	4	2600	160	208		15300	5800	B8.25/20	DB8.25/20	Wau MK	6-4¼x4¾	BL 314	U 4	No	Tim 58200H	BF	R	6.8	44.9	7x4x¼	T
74		1-50-B	6	3950	140	236		22400	7780	B9.75/20	DB9.75/20	Wau 68RL	6-4⅜x5½	BL 60 Max	A 7	No	Tim 65720H	WF	R	7.75	73.6	6x3⅛x⅜	T
75	Coleman	E52	2½	3800	20	144		12800	7200	B9.00/24	B9.00/24	Bud K393	6-4¼x4¾	Fu RU16	U 4	A 2	Wis CR15	2F	H	Op	Op	10x2½x⅞	B
76		E53	3½	5300	30	180		18900	8000	B9.75/24	B9.75/24	Bud K428	6-4⅜x4¾	Fu MRU16	U 4	A 2	Wis CR26	2F	H	Op	Op	12x2½x⅞	B
77		E54	4–5	5600	30	180		20400	8800	B10.50/24	B10.50/24	Bud L468	6-4¼x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Op	Op	12x2½x1¼	B
78		E55	5	6150	30	180		23000	9600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Op	Op	12x2½x1¼	B
79		E55	5–6	7200	44	180		24500	10600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR122	2F	H	Op	Op	12x2½x1¼	B
80		E56	6–7½	7800	44	180		29800	11600	B10.50/24	DB10.50/24	Bud GF6	6-4¾x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Op	Op	12x2⅝x1¼	B
81		E57	7½–10	9700	44	180		32000	12400	B11.25/24	DB11.25/24	Ste LT6	6-5¼x6	BL 714	U 4	A 2	Wis CR122	2F	H	Op	Op	16x3x1¼	B
82	Commerce—see Garford																					
83	Corbitt(3)	7B6	1½	1705	150	170		8500	3410	P32x6	P32x6	Con 18E	6-3⅜x4	BL 214	U 4	No	Tim 52200H	BF	H	5.8	29.0	5⅝x3x¼	T
84		8B4	1½	980	134	134		8500	3200	B6.00/20	P32x6	Con W10	4-3⅞x4¼	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5⅝x3x¼	P
85		8B6	1½	1080	136	136		8500	3275	B6.00/20	P32x6	Con 25A	6-3⅜x4	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5⅝x3x¼	P
86		10B6	1½–2	1310	171	191		10500	3950	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	BL 214	U 4	No	Tim 53200H	SF	H	Op	Op	5⅞x3½x¼	T
87		9B6	1½–2½	2185	152	183		11900	4200	P32x6	DP32x6	Con 16C	6-3⅝x4⅝	BL 224	U 4	No	Tim 54200H	BF	H	5.57	27.8	7x3⅛x¼	T
88		12B6	2–3	3060	163	220		14700	4870	B7.50/20	DB7.50/20	Con E600	6-3⅛x4½	BL 334	U 4	No	Tim 56200H	BF	H	Op	Op	7x3⅛x¼	T
89		12W6	2–3	2950	165	220		14700	4910	B7.50/20	DB7.50/20	Con E600	6-3⅛x4½	BL 334	U 4	No	Tim 64800H	WF	H	Op	Op	7x3⅛x¼	T
90		15B6	2½–3½	3740	174	224		17500	5870	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 58200H	BF	H	Op	Op	7x3⅛x¼	T
91		15W6	2½–3½	3850	183	224		17500	6160	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 65200H	w/2	H	Op	Op	7x3⅛x¼	T
92		18	2½–4	4400	178	230		21600	8100	P36x8	DP36x8	Con E602	6-4¼x4½	BL 334	U 4	No	Tim 65706H	w/2	H	Op	Op	8x3¼x¼	T
93		24	3½–5	5115	195	230		24800	9200	B9.75/20	DB9.75/20	Con 20R	6-4¼x4¾	BL 60	A 7	No	Tim66720H	w/2	H	Op	Op	8x3¼x¼	T
94		33	5–7½	6160	195	230		33200	10000	P40x10	DP40x10	Con 21R	6-4¾x4¾	BL 60 Max	A 7	No	TimC8720TW	w/2	H	Op	Op	8x3x⅜	T
95		(T)10B6T	3–5	1650	(3)	(3)		10500	3950	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	BL 224	U 4	No	Tim 53200H	SF	H	Op	Op	5⅞x3½x¼	T
96		(T) 9B6T	4–6	2600	(3)	(3)		11900	4200	B7.50/20	DB7.50/20	Con E600	6-3⅛x4½	BL 334	U 4	No	Tim 54200H	BF	H	Op	Op	7x3⅛x¼	T
97		(T)12B6T	4–7	3465	(3)	(3)		14700	4870	B8.25/20	DB8.25/20	Con E602	6-4¼x4½	BL 335	U 4	No	Tim 56200H	BF	H	Op	Op	7x3⅛x¼	T
98		(T)15B6T	5–8	4875	(3)	(3)		17500	5870	B9.00/20	DB9.00/20	Con 20R	6-4¼x4¾	BL 335	U 5	No	Tim 58200H	BF	H	Op	Op	7x3⅛x¼	T
99		(T)18D6T	8–10	5500	(3)	(3)		21600	8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 615	U 5	No	Tim 75720H	2F	H	Op	Op	8x3½x¼	T
100		(T)24D6T	10–15	6500	(3)	(3)		24800	1 200	B10.50/20	DB10.50/20	Con 16H	6-4¾x5¾	BL 7212	U 4	A 3	Tim 66720W	2F	H	Op	Op	8x3x⅜	T
101	Dart	30G	1½–2	1595				11200	4900	B6.50/20	DB6.50/20	Her WXA2	6-3½x4½	Fu MLU	U4	No	Tim 53200H	BF	H	5.14	32.6	6x3x¼	P
102		40G	2	2195	150	180		13400	5650	B7.50/20	DB7.50/20	Her WXB	6-3¾x4½	Fu MLU	U4	No	Tim 54200	BF	H	6.8	34.9	7x3x¼	P
103		50G	2½–3	2725	150	180		16300	5750	B7.50/20	DB8.25/20	Her WXC	6-4x4½	Fu MLU	U4	No	Tim 56200	BF	H	6.16	31.6	7x3x¼	P
104		60G	3	3250	166	208		20700	7425	B8 25/20	DB9.00/20	Her WXC2	6-4½x4¼	Fu JVUOG	U5	No	Tim 58200	BF	H	6.8	48.4	7x3x¼	P

TRUCK SPECIFICATIONS TABLE

+ FOR MEANING OF ABBREVIATIONS AND EXPLANATION OF REFERENCE MARKS SEE PAGE 60

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes: Service: Make, Location Type, Operation	Brakes: Service: Lining Area	Brakes: Service: Drum Material	Brakes: Hand Type, Location	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10¾	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14¼	CC	Ha	Zen	M	DR	DR	dpLo	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14¼	CC	Ha	Zen	M	DR	DR	dpLo	Lo	Spi	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	½
4	572	4.5	360	48.6	115–1600	L	G	C	4–3	10½	FP	No	Zen	V	DR	DR	P.BL	Ow	Own	Own 16R	Own	O4IA	138	P	TX	Opt	Opt	33	44x3	56x3	¼
5	248	5.0	150	27.3	65–2600	L	G	C	7–2¾	10¾	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	Tim 30000H	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	¼
6	298	4.7	192	33.7	66–2200	L	G	C	7–2⅝	13¼	PC	Mo.	Zen	M	AL	AL	D.BB	Yo	Spi	Tim 12703H	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	¼
7	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	62⅝x2½	¼
8	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 33020H	Ros	L4IHV	658	G	TX	118	Opt	31½	40x2½	62⅝x2½	N
9	360	4.7	238	40.3	80–2200	L	G	C	7–2⅝	13¼	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu 5572	Ros	L4IHV	768	G	TX	106	Opt	31½	41x2½	62⅝x2½	N
10	428	4.7	280	46.	93–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Shu 637	Ros	L4IHV	893	G	TX	118	Opt	31½	41x2½	62⅝x3	N
11	478	4.7	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 14703	Ros	L4IHV	658	G	TX	91¾	Opt	31½	41x2½	62⅝x3	N
12	478	4.4	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Zen	M	AL	AL	D.Fu	Yo	Spi	Tim 14703	Ros	L4IHV	658	G	TX	92¼	Opt	31½	41x2½	62⅝x3	N
13	201	5.5	142	21.6	64–2800	L	G	C	4–2⅜	9½	CC	Ha	Zen	G	DR	DR	P.BB	Fe	Spi	Tim 11710H	Gem	L4IH	424	p	T	96	53½	34	38x2¼	50x2½	N
14	201	5.5	142	21.6	64–2800	L	G	C	4–2⅜	9½	CC	Ha	Zen	G	DR	DR	P.BB	Fe	Spi	Tim 11710H	Ros	L4IH	437	p	T	118	66½	34	38x2¼	50x2½	N
15	224	4.9	146	25.3	62–2800	L	G	C	4–2⅜	9½	CC	Ha	Zen	G	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	450	p	T	142	81½	34	38x2½	50x7½	½
16	298	5.0	198	33.7	85–3000	L	G	C	4–2⅜	10½	CC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	450	e	T	149	92	34	39x2½	56x3	½
17	298	5.0	198	33.7	85–2800	L	G	C	4–2⅜	10½	CC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 33010H	Ros	L4IH	540	e	T	173	105	34	39x2½	56x3	½
18	339	4.6	212	38.4	82–2400	H	C	B	7–2¾	13¼	PC	Ha	Zen	V	DR	AL	D.BL	Yo	Spi	Tim 14703H	Ros	L4IHV	275	p	T	148½	90½	34	41½x3	54x3½	½
19	298	5.0	198	33.7	85–2800	L	G	C	4–2⅜	10½	CC	Ha	Zen	M	AL	AL	D.BL	Pe	Spi	Tim 33010H	Ros	L4IH	657	e	T	173	106	34	39x2½	56x3	½
20	339	4.6	212	38.4	81–2500	H	C	C	7–2¾	13¼	FP	Ha	Zen	V	AL	AL	D.BL	Pe	Spi	Tim 35000H	Ros	L4IH	657	e	T	197	119	34	40x3	56x3	½
21	381	4.5	238	40.8	87–2400	H	C	C	7–2¾	13¼	FP	Ha	Zen	V	AL	AL	D.BL	Pe	Spi	Tim 35000H	Ros	L4IH	765	e	T	221	132	34	40x3	56x3½	½
22	381	4.5	238	40.8	82–2400	H	C	B	7–2¾	13¼	PC	Ha	Zen	V	DR	AL	D.BL	Yo	Spi	Tim 1o300	Ros	T2IMV	500	e	T	169½	103½	34	41½x3	54x3½	½
23	428	4.9	268	45.9	101–2400	H	C	C	7–2¾	13¼	FP	Ha	Zen	V	AL	AL	D.BL	Pe	Spi	Tim 26450H	Ros	L4IH	864	e	F	221	133	34	40x3	56x4	½
24	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	No	Str	M	DR	DR	P.BL	GO	Spi	Tim 31000H	Ros	LO4ID	380	c	FD	124½	72⅝	34	40x2½	54x3	½
25	358	5.2	240	38.4	82–2400	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 33000H	Ros	LO4IDV	460	c	2I	115¼	63⅜	34	40x2½	54x3	N
26	358	5.2	240	38.4	82–2400	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 33000H	Ros	LO4IDV	460	c	2I	115¼	63⅜	34	40x2½	54x3	½
27	350	5.1	218	32.4	45–1450	L	G	A	2–2¾	B	SP	Ow	Str	G	AB	LN	dpLo	Ow	Spi	Own J	Ros	O2IM	506	c	2I	135½	76	34½	41x2¼	53x3	½
28	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	G	DR	DR	dpLo	Ow	Spi	Own J	Ros	O2IM	506	c	2I	135½	76	34½	41x2¼	53x3	½
29	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 35000D4	Ros	LO4IDV	574	c	FD	134	78	34½	40x2½	64x3	½
30	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450H	Ros	LO4IDV	670	c	FD	115	84½	34½	42½x3	54¾x4	½
31	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450H	Ros	LO4IDV	602	c	FD	175½	105	34½	42½x3	54¾x4	½
32	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpLo	GO	Spi	Tim 26450W	Ros	O4IA	602	c	FD	240	123	34½	42½x3	54¾x4	½
33	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dpBL	GO	Spi	Tim 27452	Ros	T4IDV	674	c	FD	114½	83¾	34½	42½x3	54¾x4	½
34	780	4.7	475	66.1	156–1800	L	G	A	7–3	16½	FP	St	Ze2	M	NE	LN	dpBL	GO	Spi	Tim 27450Tw	Ros	T4IA	674	c	FD	146	84	34½	42½x3	54¾x4	½
35	221	4.9	144	27.3	63–3000	L	G	C	4–2⅜	6¾	FP	No	Sch	M	DR	DR	P.Jo	Ch	Blo	Tim 30000H	Ros	L4IH	269	D	TX	Opt	Opt	31¾	38x2¼	48x2½	½
36	255	5.1	175	27.3	69–2600	L	G	C	4–2⅜	7½	FP	No	Sch	M	DR	DR	D.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	E	TX	Opt	Opt	31¾	38x2¼	50x3	½
37	315	4.6	200	33.8	73–2300	L	G	C	7–2⅝	12½	CC	Wa	Sch	M	DR	DR	D.BL	Ch	Blo	Tim 33000H	Ros	L4IH	330	E	TX	Opt	Opt	31¾	38x2¼	50x3	½
38	315	4.6	200	33.8	73–2300	L	G	C	7–2⅝	12½	CC	Wa	Sch	M	DR	DR	D.BL	Ch	Blo	Tim 35000H	Ros	L4IH	330	E	TX	Opt	Opt	32	40x2½	50x3	½
39	358	4.4	230	38.4	80–2500	L	G	C	7–2⅝	12½	CC	Wa	Sch	M	DR	DR	D.BL	Ch	Blo	Tim 35000H	Ros	L4IH	376	E	FD	Opt	Opt	32	40x2½	50x3	½
40	381	4.4	242	40.8	85–2500	L	G	C	7–2⅝	12¼	CC	Wa	Sch	M	DR	DR	D.BL	Ch	Blo	Tim 35000H	Ros	L4IH	376	E	FD	Opt	Opt	32	40x2½	50x3	½
41	462	4.5	305	45.9	102–2400	L	G	C	7–3	13¼	CC	Wa	Sch	M	DR	DR	D.BL	Ch	Blo	Tim 35000H	Ros	L4IHV	462	E	FD	Opt	Opt	32	40x2½	50x3	½
42	517	4.5	335	51.3	110–2300	L	G	C	7–3	13¼	CC	Wa	Sch	M	DR	DR	D.BL	Ch	Blo	Tim 35000H	Ros	L4IHV	462	E	FD	Opt	Opt	32	40x2½	50x3	½
43	549	4.5	330	48.6	100–2000	L	G	C	4–3½	11⅜	CC	Wa	Sch	M	DR	DR	D.BL	Ch	Blo	Tim 26450H	Ros	L4IHV	486	E	FD	Opt	Opt	32	40x2¼	50x3	½
44	677	4.4	440	60.0	125–1900	L	G	C	4–3½	11⅜	CC	Wa	Str	M	DR	DR	D.BL	Ch	Blo	Tim 26450H	Ros	L4IHV	486	E	FD	Opt	Opt	32	40x2¼	50x3	½
45	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6⅜	CC	No	Zen	M	DR	DR	P.BL	Lo	MM	C1F212	Ros	L4IH	312	p	G	TX	89	54	36	47x2¼	50x2½	. . .
46	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6⅜	CC	No	Zen	M	DR	DR	P.BL	Lo	MM	C1F212	Ros	L4IH	312	p	G	TX	117	69	36	47x2¼	50x2½	. . .
47	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6⅜	CC	No	Zen	M	DR	DR	P.BL	Lo	MM	C1F212	Ros	L4IH	312	p	G	TX	132	84	36	47x2¼	50x2½	. . .
48	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6⅜	CC	No	Zen	M	DR	DR	P.BL	Lo	MM	C1F304	Ros	L4IH	414	p	G	TX	135	87	36	47x2¼	50x3	. . .
49	282	5.0	194	34.	84–7800	L	G	N	7–2½	10⅛	CC	No	Zen	M	DR	DR	P.BL	Pe	MM	C1F304	Ros	L4IH	414	p	G	TX	114	66	36	47x2¼	50x3	. . .
50	282	5.0	194	34.	84–7800	L	G	N	7–2½	10⅛	CC	No	Zen	M	DR	DR	P.BL	Pe	MM	C1F304	Ros	L4IH	414	p	G	TX	126	78	36	47x2¼	50x3	. . .
51	282	5.0	194	34.	84–7800	L	G	N	7–2½	10⅛	CC	No	Zen	M	DR	DR	P.BL	Pe	MM	C1F318	Ros	L4IH	490	p	G	CX	144	96	36	47x2½	60x3	. . .
52	361	4.6	240	40.	98–2500	L	G	N	7–2⅝	12⅛	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	C1F318	Ros	L4IH	490	p	G	CX	147	99	36	47x2½	60x3	. . .
53	361	4.6	240	40.	98–2500	L	G	N	7–2⅝	12⅛	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	C1F318	Ros	L4IH	490	p	G	CX	137	89	36	47x2½	60x3	. . .
54	361	4.6	240	40.	98–2500	L	G	N	7–2⅝	12⅛	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	Tim 35120	Ros	L4IH	616	G	CX	104	69	36	47x2½	60x3	. . .
55	383	4.6	252	44.	105–2500	L	G	N	7–2⅝	12⅛	CC	Pe	Zen	M	DR	DR	P.BL	Pe	MM	Tim 35120	Ros	L4IH	616	G	CX	104	69	36	47x2½	60x3	. . .
56	214	4.9	142	27.3	72–3400	L	G	C	7–2⅜	9¾	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4006	Ros	B4IM	248	G	TX	111	65	34	37x2¼	52x2½	½
57	248	4.9	160	27.3	70–3200	L	G	C	7–2⅜	10¼	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A8	Ros	L4IH	353	G	TD	111	65	34	37x2¼	52x2½	½
58	248	4.9	160	27.3	70–3200	L	G	C	7–2⅜	10¼	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A8	Ros	L4IH	353	G	TD	111	65	34	37x2¼	54x3	½
59	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13¼	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IH	353	G	CD	108	69	34	40x2½	54x2½	½
60	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13¼	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IHV	386	G	CD	108	69	34	40x2½	54x3	½
61	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13¼	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B	Ros	L4IHV	380	G	CD	142	83	34	40x2½	54x3	½
62	381	4.4	236	40.8	89–2400	H	C	N	7–2¾	13¼	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B	Ros	L4IHV	380	G	CD	142	83	34	40x2½	54x3	½
63	427	4.2	268	45.9	100–2400	H	C	N	7–2¾	13¼	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B–26	Ros	L4IHV	380	G	CD	142	83	34	40x2½	54x3	½
64	381	4.4	236	40.8	89–2400	H	C	N	7–2¾	13¼	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5582B–26	Ros	L4IHV	471	G	CD	142	83	34½	40x2½	54x3	½
65	427	4.2	268	45.9	100–2400	H	C	N	7–2¾	13¼	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 5592B–12	Ros	L4IHV	546	G	CD	142	83	34½	40x2½	54x3	½
66	501	4.3	340	48.6	120–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	210	125	34½	40x2½	54x3	½
67	194	5.2	130	26.3	53–2800	H	G	C	3–2⅛	5⅜	PG	No	Car	M	DR	DR	P.Ow	Ha	Own	Own	Own	O4IM	101	p	2I	. . .	. . .	27½	36x1¾	54x1¾	. . .
68	194	5.2	131	26.3	53–2800	H	G	C	3–2⅛	5⅜	PG	No	Car	M	DR	DR	P.Ow	Ha	Own	Own	Own	O4IM	170	p	2I	85½	50¼	37	36x1¾	45x2½	. . .
69	194	5.2	131	26.3	53–2800	H	G	C	2–2⅛	5⅜	PG	No	Car	M	DR	DR	P.Ow	Ha	Own	Own	Own	O4IM	170	p	2I	111½	76¼	37	36x1¾	45x2½	. . .
70	222	4.9	147	27.3	61–2800	L	G	C	4–2¾	6¾	FP	No	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	269	p	TX	Opt	Opt	33½	41½x2½	54x3	N
71	294	4.5	199	31.5	79–2700	L	G	C	4–2¾	6¾	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	281	e	TX	Opt	Opt	33½	41½x2½	54x3	N
72	391	4.2	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	328	e	TX	Opt	85	33½	41½x2½	54x3	N
73	381	4.4	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	D.BL	Ch	Spi	Tim 33020H	Ros	L4IHV	394	e	TX	Opt	97	33½	41½x2½	56x3	N
74	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅛	FP	Wa	Str	M	AL	AL	D.BL	Ch	Spi	Tim 26450	Ros	L2IH	311	e	TD	Opt	55	34	44½x2½	56x3	N
75	393	4.9	260	42.0	103–2600	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF15	Ros	W2/4IM	238	P	TD	108	78	30	48x3	48x3	C
76	428	4.7	280	45.9	107–2600	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF25	Ros	W2/4IM	238	P	TD	144	89	30	48x3	48x3	C
77	468	4.8	295	43.4	108–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	238	P	TD	144	89	30	48x3	48x3	C
78	525	4.9	336	48.2	114–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	238	P	TD	144	89	30	48x3	48x3	C
79	525	4.9	336	48.2	114–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	252	G	TD	168	105	30	48x3½	52x3½	C
80	538	4.3	410	54.1	126–1850	L	G	C	4–3	10¼	FP	Bu	Ste	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	252	G	TD	168	105	30	48x3½	52x3½	C
81	779	4.3	475	66.1	177–2200	L	G	A	7–3	13½	FP	St	Zen	P	NE	NE	dpBL	Pe	Spi	Wis CF122	Ros	O2/4IA	252	G	TD	Opt	Opt	30	48x4	52x4	C
82																															
83	214	4.7	142	27.3	61–3000	L	C	A	7–2⅛	8¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 11703H	Ros	L4IH	268	p	TX	Opt	Opt	34	38x2¼	50x2½	½
84	200	4.4	125	24.0	49–2800	L	C	A	3–2⅛	5⅞	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	53	34	38x2¼	50x2½	N
85	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	55	34	38x2¼	50x2½	N
86	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IH	287	p	TX	Opt	Opt	34	38x2¼	50x2½	½
87	248	5.0	150	27.3	70–3200	L	C	C	7–2⅜	10¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	327	a	TX	Opt	Opt	34	38x2¼	54x3	½
88	288	4.6	180	32.6	73–2700	L	C	C	7–2⅝	11¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
89	288	4.6	180	32.6	73–2700	L	C	C	7–2⅝	11¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
90	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	88	34	40x2½	54x3	½
91	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	97	34	40x2½	54x3	½
92	360	4.4	240	40.8	90–2500	L	C	C	7–2⅝	12¼	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	132	92	34	40x2½	54x3	½
93	381	4.2	236	40.8	88–2400	H	C	C	7–2¾	13¼	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	a	TD	162	109	34	46x3	60x3½	½
94	427	4.2	268	45.9	112–2400	H	C	C	7–2¾	13¼	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	T4IA	921	a	TD	162	109	34	46x3	56x4	½
95	248	5.0	150	27.3	70–3200	L	C	C	7–2⅜	10¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IHV	380	p	TX	(3)	(3)	34	38x2¼	50x2½	½
96	288	4.6	180	32.6	72–2500	L	C	C	7–2⅝	11¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	452	a	TX	(3)	(3)	34	38x2¼	54x3	½
97	360	4.4	240	40.8	88–2500	L	C	C	7–2⅝	11¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
98	381	4.2	236	40.8	88–2400	H	C	C	7–2¾	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
99	500	4.2	340	48.6	121–2400	H	C	A	7–2¾	13¼	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000A	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
100	611	4.5	384	54.1	127–2300	L	G	A	7–3	13¼	FP	No	Zen	M	DR	DR	dpBL	Pe	Spi	Tim 26450W	Ros	Ws4IA	921	a	TD	(3)	(3)	34	46x3	60x3½	½
101	260	4.4	. . .	29.4	. . .	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 30000	Ros	L4IH	380	a	TX	Opt	Opt	34	38x2½	52x2½	½
102	298	4.4	190	33.7	69–2400	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 31000	Ros	L4IH	452	a	TX	Opt	Opt	34	38x2½	54½x3	½
103	339	4.4	212	38.4	76–2400	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	D Fu	Ch	Spi	Tim 31000	Ros	L4IH	260	a	TX	Opt	Opt	34	38x2½	54½x3	½
104	360	4.4	230	40.3	82–2400	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 33000	Ros	L4IH	394	a	CD	Opt	Opt	34	38x2½	54½x3	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS.								FRAME	
									ENGINE		TRANSMISSION		REAR AXLE					
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Side Rail Dimensions	Type
1	Dart	80W	4	4450	170	220	25600	8500	B8.25/20	DB9.75/20	Her WXC2	6-4½x4¾	Fu VUOG	U5	No	Tim 65720	WF	H	6.8	48.0	7x3x¼	P
2	(concluded)	100W	5	5500	170	235	33600	10500	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Fu MHU	U4	A 3	Tim 66720	WF	H	6.8	84.8	7x3x¼	P
3		150W	7½	6500	170	245	46100	11500	B9.75/20	DB10.50/20	Her HXB	6-5x6	BL 735	U5	No	Tim 68720	WF	H	6.8	42.7	9x3½x¼	P
4		200W	10	8500	180	250	40400	12500	B9.75/20	DB10.50/20	Her HXB	6-5x6	BL 735	U5	No	Tim SW310	WF	H	6.8	42.7	9x3½x¼	P
5	(4 Whl. Dr.)	60	4	5750	180	200	19000	8700	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu JVUOG	U5	A 2	Wis 69317B	DF	H	8.4	153.	7x3x¼	P
6	(4 Whl. Dr.)	80	6	6800	180	225	24000	11000	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Fu VUOG	U5	A 2	Wis 1237	DF	H	8.0	152.	9x3½x¼	P
7	Day Elder (4)	60	1	895	135	156	6000	3300	B6.00/20	B6.50/20	Con 25A	6-3⅝x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	5⅞x3¾x¼	C
8		85	1½–2	1395	135	168	8500	3850	B6.00/20	DB6.50/20	Con 16C	6-3⅝x4⅝	WG T9	U 4	No	Tim 53200H	BF	H	6.60	42.3	5⅞x3¾x¼	C
9		110	2	1825	156	186	11000	4800	B7.00/20	DB7.00/20	Con 16C	6-3⅝x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	6.80	44.9	7x3¾x¼	C
10		130	2½	2225	157	199	13000	6600	B7.50/20	DB7.50/20	Con 16R	6-4x4½	BL 51	U 4	No	Tim 56200H	BF	H	6.16	40.7	7x4x¼	C
11		160	3	2795	156	204	16000	6800	B7.50/20	DB9.00/20	Con 18R	6-4x4½	BL 51	U 4	No	Tim 65200H	WF	R	6.75	36.1	9x3½x¼	C
12		200	4	3295	156	202	20000	7600	B9.00/20	DB9.00/20	Con 18R	6-4x4½	BL 554	U 4	No	Tim 65720H	WF	R	7.75	43.5	9x3½x¼	C
13		245	5	4295	162	202	24000	9500	P38x9	DP38x9	Con 21R	6-4¼x4¾	BL 535	A 5	No	Tim 66720H	WF	R	9.50	50.8	10x3¾x⅜	C
14	Diamond T	210	1½	595	135	158	8500	3100	B5.50/20	B6.50/20	Her JXA	6-3⅝x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	6½x2½x⅜	T
15		240A	1¾	795	137	167	10000	3500	B6.00/20	P32x6	Her JXA	6-3⅝x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	7x3x⅜	T
16		310	2	995	155	167	12000	4200	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	7x3x⅜	T
17		410	3	1595	160	186	15000	5400	B7.50/20	DB7.50/20	Her WXB	6-3¾x4½	Co W4B	U 4	No	Cla B642	SF	H	Opt	Opt	6½x3¾x¼	P
18		410B	3	2135	200	...	15000	6200	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Co RUS4C	U 4	No	Cla B642	SF	H	Opt	Opt	6½x3¾x¼	B
19		504A	3	2650	166	208	17500	6420	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Co RU5C	U 5	No	Wis 69317 BL	2F	H	Opt	Opt	6½x3¾x¼	C
20		(N) 506A	3	2950	174	240	17500	6600	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	Co RU5C	U 5	No	Wis 69317 BL	2F	H	Opt	Opt	6½x3¾x¼	P
21		603	3–4	3395	169	230	20000	7540	B9.00/20	DB9.00/20	Her YXC	6-4½x4¾	Co RU5C	U 5	Op	Wis 1237H	2F	R	Opt	Opt	6½x3¾x¼	P
22		(N) 606B	3–4	3695	179	246	20000	7600	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	Co RU5C	U 5	No	Wis 1237H	2F	H	Opt	Opt	6½x3¾x¼	P
23		510	4	1995	168	186	18000	6000	B7.00/20	DB8.25/20	Her WXC	6-4x4½	Co RUS4C	U 4	No	Tim 58205H	SF	H	Opt	Opt	6½x3¾x¼	P
24		750	4–5	4925	178	238	24000	9300	B9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	Co SA5	A 5	Op	Wis 1627 KW	2F	R	Opt	Opt	7½x3½x⅜	P
25	Differential	E-122	2½	3200	160	...	18100	5100	P34x7	DP34x7	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 56000H	BF	H	6.1	40.5	12x2½x¼	P
26	Dodge Bros.	UF-10	½	375	109	109	4025	1925	B5.00/19	B5.00/19	Own	4-3⅜x4¾	Own	U 3	No	Own	S½	H	4.66	13.9	5x1¾x⅛	C
27		F-10	½	445	109	109	4125	1975	B5.25/19	B5.25/19	Own	6-3¼x4¼	Own	U 3	No	Own	S½	H	4.66	13.9	5x1¾x⅛	C
28			¾–1	490	124	124	4760	2260	B6.00/20	B6.00/20	Own	4-3⅝x4¼	Own	U 3	No	Own	S½	H	5.63	21.1	6x2¾x¼	C
29			¾–1	595	124	124	4860	2360	B6.00/20	B6.00/20	Own	6-3⅝x3⅞	Own	U 3	No	Own	S½	H	5.11	19.2	6x2¾x¼	C
30		UG20	¾–1	537	131	157	5900	2450	B7.50/17	B7.50/17	Own	4-3½x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7x2⅛x⅜	C
31		G20	¾–1	597	131	157	5975	2520	B7.50/17	B7.50/17	Own	6-3¼x4¼	Own	U 4	No	Own	S½	H	5.85	36.1	7x2⅛x⅜	C
32			1–1½	495	133	133	5840	2590	P6.00/20	P32x6	Own	4-3⅝x4¼	Own	U 4	No	Own	S½	H	5.6	36.1	6x2¾x¼	C
33			1–1½	595	133	133	5940	2690	P6.00/20	P32x6	Own	6-3⅝x3½	Own	U 4	No	Own	S½	H	5.1	33.4	6x2¾x¼	C
34		UG-30	1–2	525	131	157	8200	2590	B6.00/20	P32x6	Own	4-3⅝x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7x2⅛x⅜	C
35		G30	1–2	585	131	157	8275	2560	B6.00/20	P32x6	Own	6-3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7x2⅛x⅜	C
36		G43	1–3	795	136	165	10500	3345	B7.00/20	DB7.00/20	Own	6-3¼x4⅝	Own	U 5	No	Own	SF	H	6.37	50.9	8¼x2⅜x⅜	C
37		UF-30	1¼–2	595	136	165	8225	2581	B6.00/20	P32x6	Own	4-3⅝x4¾	Own	U 4	No	Own	SF	H	5.67	37.1	7x2⅝x⅜	C
38		F-30	1¼–2	695	136	165	8275	2631	B6.00/20	P32x6	Own	6-3¼x4¼	Own	U 4	No	Own	SF	H	5.67	37.1	7x2⅝x⅜	C
39		F-35	1½–2½	1425	140	165	10175	3780	B6.00/20	DB6.00/20	Own	6-3⅝x3¼	Own	U 4	No	Own	SF	H	6.38	41.4	7½x2⅞x¼	C
40		F-40	2–3½	1995	150	190	14590	5173	B6.50/20	DB6.50/20	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	6.38	43.7	9½x3¼x⅜	C
41			3–4	1515	135	185	12250	4235	P32x6	DP32x6	Own	6-3⅝x5	Own	U 4	No	Own	S½	H	7.13	46.3	7x2¾x⅜	C
42		(5) F-61	3–5½	2575	170	195	19429	5789	P32x6	DP32x6	Own	6-3⅝x5	Own	U 5	No	Own	SF	H	7.12	48.8	10x3¼x⅜	C
43		(5) G-81	4–7½	5285	170	220	25000	7840	B9.75/20	DB9.75/20	Own	8-3½x5	Own	U 5	No	Own	SF	H	7.71	69.6	10⅜x3⅜x½	C
44	Douglas	A6	1	1095	135	145	7500	3075	P30x5	P30x5	Bud J214	6-3¾x4	WG T9	U 4	No	Cla B370	SF	H	5.6	36.3	5½x3¾x⅛	T
45		B4	1½	2050	150	Op	9000	3950	P30x5	P32x6	Bud WTU	4-3¾x5½	Fu MKU12	U 4	No	Wis 4627	2F	R	6.57	26.3	5x1¾x¼	T
46		B6	1½	2150	150	Op	10500	4100	P30x5	P32x6	Bud HS6	6-3½x4½	Fu MKU12	U 4	No	Wis 4627	2F	R	6.57	26.3	6x2x¼	T
47		C4	2	3275	156	Op	12500	5100	P32x6	P34x7	Bud KBU-I	4-4x5¼	Fu MGU14	U 4	Op	Wis 6617	2F	R	6.9	44.8	6x2x¼	T
48		C6	2	3425	168	Op	15500	5850	P32x6	P34x7	Bud DW6	6-3¾x5	Fu MGU14	U 4	Op	Wis 6617	2F	R	6.33	41.1	6x2x¼	T
49		CD4	2½	3855	190	Op	17500	5860	P34x7	P36x8	Bud EBU-I	4-4¼x5½	Fu MGU14	U 4	Op	Wis 8817	2F	R	7.85	51.0	7x2⅛x¼	T
50		CD6	2½	3955	190	Op	17500	5800	P34x7	P36x8	Bud DW6	5-3¾x5	Fu MGU14	U 4	Op	Wis 8817	2F	R	7.85	51.0	7x2⅛x¼	T
51		D4	3	4010	186	Op	20000	6500	S36x5°	S36x10°	Bud YBU-I	4-4½x6	Fu RU16	U 4	Op	Wis 892A	2F	R	7.25	34.8	8x2¼x¼	T
52		D6	3	4430	186	Op	20000	6800	P36x6	DP38x7	Bud BUS	6-4x5½	Fu RU16	U 4	Op	Wis 892A	2F	R	7.25	34.8	8x2¼x¼	T
53		D6 5p.	3	5500	216	Op	22000	7560	P38x7	DP40x8	Bud K428	5-4½x5½	Fu HOG	U 4	Op	Wis 1418	2F	R	8.18	76.7	10x2½x⅜	T
54		F4	5	5500	185	Op	26000	9200	S36x6	S40x12	Bud BBU	4-5x6½	Fu RU18	U 4	Op	Wis 1458	2F	R	9.12	57.	10x2¼x⅜	T
55		F6	5	6300	196	Op	26000	9200	B9.75/20	DB9.75/20	Bud GL6	6-4½x6	Fu HU18	U 4	Op	Wis 1567	2F	R	10.3	64.4	10x2¼x⅜	T
56	Duplex	GF	2	2800	143	...	10500	4700	P32x6	P34x7	Bud WTU	4-3¾x5½	BL 31	U 3	No	Tim 64600	W½	H	6.50	34.8	5x3x⅛	C
57		GS	2	2950	143	...	10500	4800	P32x6	P34x7	Bud HS6	6-3¾x4½	BL 31	U 3	No	Tim 64600	W½	H	6.50	34.8	5x3x⅛	C
58		S	2	3600	160	...	15000	5600	P32x6	P36x8	Bud DW6	6-3¾x5	BL 324	U 4	No	Tim 65001	WF	H	6.75	36.2	6x3½x¼	C
59		FAC	3½	4250	166	...	16500	7200	S34x5	S36x8	Bud EBU-I	4-4¼x5½	BL 51	U 5	No	Tim 65706	WF	R	8.5	45.5	7x3½x¼	C
60		EF	3½	4250	130	...	17000	6500	S36x8	S36x8	Bud EBU-I	4-4¼x5½	BL 51	U 4	A 2	Own EF1	I	R	8.00	86.0	6x3⅛x¼	C
61		SAC	4	4750	166	...	18000	7400	S34x5	S36x8	Bud K428	6-4¾x4¾	BL 55	A 7	No	Tim 65706	WF	R	8.5	81.0	7x3½x¼	C
62		K	5	5200	172	...	21000	8000	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	BL 60	A 7	No	Own 76725	Op	R	Opt	Opt	8x3½x¼	C
63		M	5–7	7600	Op		28000	10000	P34x7	DS36x7	Bud GL6	6-4½x6	BL 70	A 7	No	Tim 68700	WF	R	Opt	Opt	9½x3½x⅜	C
64	Federal	D3	1½	670	130	166	10000	3225	B6.00/20	P32x6	Con W10	4-3¼x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	6x2¾x¼	C
65		E3	1½	695	130	166	10000	3225	B6.00/20	P32x6	Con 25A	5-3⅝x4	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	6x2¾x¼	C
66		F7	1¾	1145	132	164	10000	3765	P30x5	DP30x5	Con 16C	5-3¾x4½	Own 7774	U 4	No	Tim 52005H	SF	H	5.83	29.2	6x2⅛x¼	C
67		F8	2	1245	132	164	12000	3865	P30x5	DP30x5	Con 16C	5-3¾x4½	Own 7774	U 4	No	Tim 54200H	SF	H	6.8	34.0	6x2¾x¼	C
68		G5	2	995	132	164	11500	3750	B6.50/20	DB6.50/20	Con 25A	5-3¾x4	Own 7774	U 4	No	Tim 54200H	SF	H	6.13	34.0	6x2¾x¼	C
69		A6	2½	1445	151	200	13500	4580	P32x6	DP32x6	Con 16C	6-3¾x4½	Own 7776	A 4	No	Cla B610	SF	H	6.38	38.5	6x3½x¼	C
70		A6T	2½–3	1745	151	200	15000	5110	P32x6	DP32x6	Con 16C	6-3¾x4½	Own 7776	A 4	No	Tim 58000H	SF	H	7.80	47.1	6x3½x¼	C
71		A6TW	2½–3	1880	151	200	15000	5110	P32x6	DP32x6	Con 16C	5-3¾x4½	Own 7776	A 4	No	Tim 65001H	WF	H	8.5	52.9	6x3½x¼	C
72		T3W	2½	1595	148	185	14000	5110	P32x6	P36x8	Wau V	4-4x5	Own 7754	A 4	No	Tim 64603H	W½	R	7.25	36.3	6x3½x¼	C
73		T8WF	2½	1795	148	185	15000	5400	P32x6	DP32x6	Con 16C	6-3¼x4⅝	Own 7754	A 4	No	Tim 65600HP	WF	R	7.75	38.8	6x3½x¼	C
74		T10B	3½–4	2550	165	230	19000	6645	P34x7	DP34x7	Con 16R	6-4x4½	Own 7784	A 4	No	Tim 58200H	BF	R	6.83	44.5	7½x3½x½	C
75		T10W	3½–4	2685	165	230	19000	6645	P34x7	DP34x7	Con 16R	5-4x4½	Own 7784	A 4	No	Tim 65200H	w/2	R	6.75	44.0	7½x3½x½	C
76		A600	2½–3	1745	157	206	15000	5050	B7.50/20	DB7.50/20	Con E600	6-3¼x4½	Own 7784	A 4	No	Tim 58000H	SF	H	6.38	38.5	6x3½x¼	C
77		A600T	3–3½	2045	157	206	17000	6100	B8.25/20	DB8.25/20	Con E600	5-3¼x4½	Own 7784	A 4	No	Tim 65001H	w/2	H	6.38	44.5	6x3½x¼	C
78		A600TW	3–3½	2180	157	206	17000	6100	B8.25/20	DB8.25/20	Con E600	5-3¼x4½	Own 7784	A 4	No	Tim 65706H	w/2	R	6.8	64.6	7½x3½x¼	C
79		U6	4½–5	3860	165	230	22000	7420	P36x8	DP36x8	Con 20R	6-4½x4¾	BL 607	A 7	No	Tim 76725H	w/2	R	7.92	75.2	7⅞x3½x⅜	P
80		C7	6	4485	195	249	26000	9550	B9.75/20	DB9.75/20	Con 21R	6-4½x4¾	BL 607	A 7	No	Tim 76725W	w/2	R	7.92	75.2	7⅞x3½x⅜	P
81		C8	6	4895	195	249	26000	9650	B9.75/20	DB9.75/20	Con 21R	6-4½x4¾	BL 607	A 7	No	Tim 68700DP	w/2	R	11.7	111	9½x3½x½	C
82		X8	7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4-5x6	BL 60	A 7	No	Tim 68700DP	w/2	R	11.7	111	9½x3½x½	C
83		X8R	7½	4735	162	186	30000	10475	P40x8	DP40x8	Con 21R	6-4¾x4¾	BL 60	A 7	No	Tim 68702DP	w/2	R	11.7	111	9½x3½x½	C
84	Fisher-Std.	JR-BX	¾–1	875	120	128	6800	2800	P30x5	P30x5	Con W10	4-3¼x4¼	WG T9	U 4	No	Sal F	S½	H	5.37	34.4	6½x2¼x⅛	C
85		Sp.X	1½	950	128	136	7800	3150	P30x5	DP30x5	Con W20	4-4¼x4¼	Co F4B	U 4	No	Tim 52200H	SF	H	5.83	37.3	6x2¾x¼	C
86		10-AX	1½–2	1090	136	165	8800	3220	P30x5	DP30x5	Con 17E	6-3⅝x4	BL 214	U 4	No	Tim 53200H	SF	H	5.14	32.9	6x2¾x¼	C
87		15A	1½–2	1390	144	165	8000	3250	P30x5	P32x6	Con 17E	6-3⅝x4	BL 214	U 4	No	Tim 52200H	SF	H	5.83	37.4	6x2¾x¼	C
88		22A	2	1945	156	162	13200	4000	P32x6	DP32x6	Con 16C	6-4x4½	BL 314	U 4	No	Tim 54200H	SF	R	5.83	38.5	6x2¾x¼	C
89		30A	3	2495	160	190	16800	5800	P34x7	DP34x7	Con 16R	6-4x4½	BL 314	U 4	No	Tim 56200H	SF	R	6.16	40.6	7½x3½x⅜	C
90		31A	3	2975	160	190	16800	5800	P34x7	DP34x7	Con E600	6-3½x4½	BL 334	U 4	No	Tim 56200H	SF	R	6.16	40.6	7½x3½x⅜	C
91		61A	3½	3750	155	190	16800	5600	P34x7	DP34x7	Con 16R	6-4x4½	BL 334	U 4	No	Tim 58200H	SF	R	6.16	32.9	6½x2½x⅜	C
92		80A	4	4500	146	190	21600	6900	P36x8	DP36x8	Con 18R	6-4¼x4½	BL 55	U 7	No	Tim65720TW	SF	R	7.75	73.6	7½x2½x⅜	C
93		100A	5	4600	168	200	21600	8300	P36x8	DP36x8	Con 21R	6-4½x4¾	BL 60	U 7	No	Tim 66720W	SF	R	8.2	77.9	8x2½x⅜	C
94		105A	5	5300	168	200	25000	8400	P36x8	DP38x9	Con 21R	6-4½x4¾	BL 60	U 7	No	Tim68720TW	SF	R	8.75	83.1	8x2½x⅜	C
95	Ford Comm.			320	106	106	.....	1688	B5.25/18	B5.25/18	Own A	4-3⅛x4¼	Own	U 3	No	Own	S¾	U	3.7	11.7	.....	C
96		Truck	1½	470	131	131	.....	2864	B6.00/20	P32x6	Own	4-3⅛x4¼	Own	U 4	No	Own	S¾	U	6.6	42.2	7x2¾x⅜	C
97		Truck	1½	500	157	157	.....	3140	B6.00/20	P32x6	Own	4-3⅛x4¾	Own	U 4	No	Own	S¾	U	6.6	42.2	7x2¾x⅜	C
98	FWD	H4	1½–2	3325	120	160	11000	5300	P34x7	P34x7	Wis SU	4-4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5½x2¼x⅜	C
99		H6	2–2½	3385	133	160	13000	5900	P9.00/20	P9.00/20	Wau MS	6-3¾x4¾	BL 51	U 4	No	Own H	BF	H	8.92	47.7	5½x2¼x⅜	C
100		HH-6	2½–3	4135	138	170	15000	6400	P9.75/20	P9.75/20	Wau MK	6-4½x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	5½x2¼x⅜	C
101		B3	3	4200	124	156	15500	6460	S36x6	S36x6	Own A	4-4¾x5½	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.6	5½x2¼x⅜	C
102		CU-6	3½–4	4985	148	180	19500	8600	B10.50/20	B10.50/20	Wau SRS	6-4½x5½	Own U	U 5	Op	Own U	BF	H	8.9	88.6	7x3x⅜	C
103		CU6A	3½–4	4685	148	180	18500	7500	B10.50/20	DB10.50/20	Wau SKS	6-4½x5½	BL 615	A 5	Op	Own U	BF	H	8.9	88.6	7x3x⅜	C
104		S8U	4–5	5135	148	Op	22000	8900	B11.25/20	B11.25/20	Wau SRL	6-4½x5½	Own U	U 5	Op	Own U	BF	H	7.35	73.	7x3x⅜	C
105		S8UA	4–5	4835	148	Op	21000	8100	B11.25/20	B11.25/20	Wau SRL	6-4½x5½	BL 706	U 4	A 2	Own M	2F	H	10.0	207.	8x3x⅜	C
106		M5	5–7½	7400	165	195	29500	11800	B12.75/20	B12.75/20	Wau SRK	6-4½x5½	BL 714	U 4	A 2	Own M	2F	H	10.0	207.	8x3x⅜	C
107		MF6	5–6	5735	148	Op	24500	9300	B10.50/20	DB10.50/20	Wau SRK	6-4½x5¾	Own U	A 5	Op	Own M	BF	H	8.9	88.6	8x3x⅜	C
108		LBU	3–6	4800	Op	Op	23500	9000	B9.00/20	DB9.00/20	Wau SRS	6-4½x5½	BL 55	U 4	Op	Own U	D	H	7 35	39.5	7x3x⅜	C
109		M7	7½–10	8500	165	Op	37000	13000	P40x10	DP40x10	Wau RB	6-5x5¾	BL 714	U 4	A 2	Wis 131W	2F	H	8.36	173.	10x3x⅜	C
110	Garford	40Z	2½	3240	168	185	12500	5100	P36x6	DP36x6	Bud DW6	6-3¾x5	Fu MGU14	U 4	No	Tim 63702	WF	R	6.5	34.8	6x3x¼	C
111		S11Z	2	2030	162	192	10000	4500	P32x6	DP32x6	Bud HS6	6-3½x4½	BL 20	U 4	No	Tim 54000	SF	R	5.83	29.2	6x2½x¼	P
112		60Z	3	4680	175	192	18000	7100	P36x6	DP38x7	Bud BA6	6-4½x5½	Fu VU	U 5	No	Tim 65706	WF	R	8.5	63.0	7x3½x¼	P
113		80Z	4	5330	175	192	24000	8400	S36x6	S36x14	Bud BA6	6-4½x5½	BL 60-Max	A 7	No	Tim 66700	WF	R	10.1	98.2	8x3½x⅜	P
114		100Z	5	5830	175	192	30000	9600	S36x6	S40x14	Bud BA6	6-4½x5½	BL 60-Max	A 7	No	Tim 68700	WF	R	10.1	95.0	8x3½x⅜	P
115	General Mot. (6)	T15	½–1½	645	130	141	6500	2625	B5.50/20	B5.50/20	Own 200	6-3⅛x3½	Own	U 4	No	Own	S½	H	4.86	16.1	6x2¼x⅛	TL
116		T18	1½–2	595	131	157	8200	2785	P30x5	P32x6	Own 200	6-3⅛x3½	Own	U 4	No	Own	S½	H	5.43	35.7	6x2¼x⅛	TL
117		T19	1½–2½	745	130	164	10000	3110	B5.50/20	P32x6	Own 200	6-3⅛x3½	Own	U 4	Op	Own	SF	H	6.2	40.7	6x2¼x⅛	TL
118		T25	1½–2	1200	130	152	9000	3375	B6.00/20	B7.50/20	Buick	6-3⅛x3½	Own	U 4	No	Own	S½	H	5.83	29.6	6x2¼x⅛	TL
119		T23	2–3	745	131	157	10000	3080	B6.50/20	DB6.50/20	Own 200	6-3⅛x3½	Own	U 4	No	Own	SF	H	6.2	40.7	6x2¼x⅛	TL
120		T26	2–3	1210	130	164	11000	3685	B6.50/20	B8.25/20	Own 257	6-3⅛x4⅝	Own	U 4	No	Own	SF	H	5.67	35.7	6½x2¼x¼	TL
121		T30	2–3	1545	141	164	12500	4490	P30x5	DP30x5	Buick	6-3⅛x4⅝	Own	U 4	No	Own	S½	H	5.63	28.6	6⅛x3⅜x⅛	TL
122		T31	2½–4	1695	141	181	14000	4695	P32x6	DP32x6	Own 257	6-3⅛x4⅝	Own	U 4	No	Own	SF	H	5.63	35.5	6⅛x3⅜x⅛	TL
123		(continued)	T42	2½–4	1845	141	181	15000	4725	P32x6	DP32x6	Buick	6-3⅛x4⅝	Own	U 4	No	Own	S½	H	6.57	33.4	6⅛x3⅜x⅛	TL

Line Number	ENGINE DETAILS																FUEL SYST.	ELECTRICAL				FRONT AXLE			BRAKES			BODY MOUNTING DATA			SPRINGS		
									MAIN BEARINGS																SERVICE								
	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Number and Diameter	Length	Oiling System Type	Governor Make	Carburetors Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Make and Model	Steering Gear Make	Make, Location Type, Operation	Lining Area	Drum Material	Hand Type, Location	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type
1	453	4.7	300	48.6	98–2200	L	G	A	7–3	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Sol	Tim 35000	Ros	L4IH	768	a	CD	Opt	Opt	34	45x3	54½x3	½
2	529	4.7	350	51.3	114–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Sol	Tim 27450	Ros	L4IH	921	a	CD	Opt	Opt	34	46x3	52x4	½
3	707	4.5	450	60.	150–2000	L	G	A	7–3½	12½	PC	Ha	Zen	M	DR	DR	P.BL	Ch	Sol	Tim 27450	Ros	W4A	921	a	CD	Opt	Opt	34	46x3	52x4	½
4	707	4.5	450	60.	150–2000	L	G	A	7–3½	15¼	PC	Ha	Zen	M	DR	DR	D.Fu	Ch	Sol	Wis F211	Ros	L2IH		a	CD	Opt	Opt	34	45x3	None	½
5	384	4.5	262	43.3	90–2200	L	G	A	7–3½	15¼	PC	Ha	Zen	M	DR	DR	P.Fu	Ch	Sol	Wis F311	Ros	L2IH	542	a	CD	Opt	Opt	34	45x3	54½x3	½
6	529	4.5	350	51.3	114–2000	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	269	a	TX	106½	58½	34	40x2¼	54x2½	½
7	214	4.9	142	27.3	71–3200	L	C	C	7–2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	269	a	TX	105	57	34	40x2¼	54x2½	½
8	248	5.0	160	27.3	70–4200	L	C	C	7–2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	281	a	TX	135	73½	33½	40x2¼	54x3	½
9	248	5.0	160	27.3	70–3200	L	C	C	7–2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	im 33000H	Ros	L4IH	353	a	TX	124½	69	33½	40x2¼	56x3	½
10	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Fe	Spi	Tim 33000H	Ros	L4IH	394	a	DX	132	80½	34	42x2½	56x3	½
11	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	483	a	DX	132	80½	34	42x2½	56x3	½
12	339	4.2	212	38.4	81–2400	H	C	N	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 26450	Ros	L4IHV	692	a	DX	132	78	33	48x3	60x3½	½
13	427	4.2	267	45.9	100–2600	H	C	N	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	P.BB	GO	Spi	Cla F212A	Ros	L4IH	186	a	TX	93	51½	34	42x2	50x2½	½
14	228	4.4	143	27.3	60–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F212A	Ros	L4IH	219	a	TX	96	54	34	42x2½	53x2½	½
15	228	4.4	143	27.3	60–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IH	350	pa	TX	126	72	34	42x2½	53x2½	½
16	263	4.4	164	31.5	68–2800	L	G	A	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IHV	350	pa	TD	117	74½	34	45¼x2½	56x3	½
17	298	4.4	190	33.7	69–2400	L	G	C	7–2½	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IHV	350	pa	TD	Opt	113⅝	34	45¼x2½	56x3	½
18	339	4.4	212	38.4	76–2400	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	408	pa	TD	126	80½	34	45¼x2½	56x3	½
19	339	4.4	212	38.4	76–2400	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	LN	LN	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	408	pa	TD	138	87½	34	45¼x2½	56x3	½
20	384	4.4	262	43.3	90–2200	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	120	79½	34	45¼x2½	56x3	½
21	428	4.4	280	45.9	93–2200	L	G	C	7–3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	499	a	TD	138	88	34	45¼x2½	56x3	½
22	501	4.4	330	48.6	111–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	LN	LN	D.Co	GO	Spi	Shu 5582B	Ros	L4IHV	410	pa	TD	114	71½	34	45¼x2½	56x3	½
23	339	4.4	212	38.4	100–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678	Ros	Ws 4IA	552	a	TD	138	89¼	34	46x3	56x3½	½
24	529	4.4	350	51.3	114–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
25	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9½	PC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV											
26	196	4.6	124	21.0	48–2800	L	G	A	3–2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	121	p	TX	53⅞	26⅝	42½	35½x1¾	53½x1½	N
27	211	5.3	134	25.3	60–3100	L	C	S	4–2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	121	p	TX	53⅞	26⅝	42½	35½x1¾	53½x1½	N
28	196	4.6	124	21.0	48–2800	L	G	A	3–2¼	6¼	CC	No	Car	V	DR	DR	P.BB	Fe	Own	Own	Ha	O4IH	189	p	TX	66⅞	31	37⅞	39x2	48x2½	N
29	208	5.1	132	27.3	63–3200	L	C	S	4–2¼	6¼	CC	No	Car	V	NE	NE	P.BB	Fe	Own	Own	Ha	O4IH	189	p	TX	66⅞	31	37⅞	39x2	48x2½	N
30	196	4.6	124	21.0	48–2800	L	G	A	3–2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
31	211	5.3	134	25.3	60–3100	L	C	S	4–2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
32	196	4.6	124	21.0	48–2800	L	G	A	3–2¼	6¼	CC	Ha	Car	V	DR	DR	P.BB	Fe	Own	Own	Ha	O4IH	206	p	TX	85⅞	50	37⅞	39x2	48x2½	N
33	208	5.1	132	25.3	63–3200	L	C	S	7–2⅜	10¼	CC	No	Car	V	NE	NE	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
34	196	4.6	124	25.3	48–2800	L	G	A	3–2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	175	a	TX	91½	50½	34	36x1¾	48x2¼	N
35	211	5.3	134	21.0	60–3100	L	C	S	4–2¼	6¼	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	229	a	TX	145	84½	38⅛	39x2	48x2½	N
36	217	5.8	144	25.3	75–3200	L	C	S	4–2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Lo	Own	Own	Own	O4IH	187	a	TX	88⅜	52⅜	37⅞	39x2	48x2½	N
37	196	4.6	124	27.3	48–2800	L	G	A	3–2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Lo	Own	Own	Own	O4IH	187	a	TX	88⅜	52⅜	37⅞	39x2	48x2½	N
38	211	5.2	134	31.5	60–3100	L	C	S	4–2¼	6¼	CC	Ha	Zen	M	DR	DR	P.BB	Fe	Own	Own	Ha	O4IH	305	a	TX	119⅛	62¾	34	40x2½	56x3	N
39	208	5.1	132	27.3	63–3200	L	C	S	4–2¼	10¼	CC	Ha	Ste	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	350	ca	CD	124½	69¾	33½	42x3	56½x3½	½
40	309	4.7	200	31.5	96–3000	L	C	S	7–2⅜	11¾	CC	KP	Zen	V	NE	NE	P.BB	Lo	Own	Own	Ha	O4IH	382	p	TX	82¼	54¾	34	39x2½	45x3	N
41	241	5.3	167	39.2	73–3000	L	C	S	7–2⅜ r	11	CC	Ha	Ste	M	DR	DR	P.BB	Fe	Own	Own	Jac	O4IHV	416	a	CD	149½	89¼	34	42x3	56x3½	½
42	309	4.7	200	21.0	96–3000	L	G	S	7–2⅜	11¾	CC	Ha	Str	M	DR	DR	P.BB	Fe	Own	Own	Jac	BW84IA	650	a	CD	149½	89¾	34 ⅄	42x3	56x3½	½
43	384	5.0	262	25.3	115–3000	L	G	S	9–2¾	13	CC	No	Zen	M	AL	AL	P.BB	Mo	MM	Cla F208	Ros	L4IH	377	p	FX	96	58¾	34	39¼x2	49x2½	½
44	214	5.0	135	27.3	61–3000	L	G	C	7–2½	10½	FP	No	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W2IM	538	a	2I	110	72	31	46x2½	52x2½	½
45	226	4.0	136	22.5	36–1800	L	G	C	3–2½	7⅛	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W2IM	538	a	2I	110	72	31	46x2½	52x2½	½
46	241	4.5	143	27.3	57–2500	L	G	C	4–2¾	8	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W2IM	538	a	CX	144	88	31	46x2½	52x2½	½
47	263	4.2	156	25.6	43–2000	L	G	C	3–2½	9⅛	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 510	Ros	W2IM	538	a	CX	144	88	31	46x2½	52x2½	½
48	331	4.5	200	33.7	73–2400	L	G	C	4–2½	9	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W2IM	538	a	CX	192	104	31	46x2½	54x3	½
49	312	4.0	174	28.9	49–1900	L	G	C	3–2⅜	10⅛	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W2IMV	538	a	CX	192	104	31	46x2½	54x3	½
50	331	4.5	200	33.7	73–2400	L	G	C	4–2½	9	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W2IMV	503	a	CX	168	98	31	45x3	54x3	½
51	381	4.1	222	32.4	50–1400	L	G	C	3–2⅝	9⅜	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 5550	Ros	W2IMV	503	a	CX	168	98	31	45x3	54x3	½
52	386	4.3	230	34.4	78–2300	L	G	C	4–2½	9⅜	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 615	Ros	W2IMV	503	a	CX	223	121	31	45x3	54x4	½
53	411	4.7	280	40.8	83–2100	L	G	C	4–2½	9⅜	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 615	Ros	W2IMV	503	a	CX	216	130	36	45x3	54x4	½
54	510	3.9	302	40.0	61–1400	L	G	C	3–2⅝	12⅛	PC	Bu	Zen	E	LN	LN	D.Fu	Ow	Blo	Shu 650	Ros	W2IM	538	a	CX	156	108	36	48x3	54x4	½
55	572	4.3	358	48.6	114–1900	L	G	C	4–3	10⅛	PC	No	Zen	V	AL	AL	D.BL	Mo	Cle	Shu 5410	Ros	T2IM			2I	Opt	Opt	34	39x2½	50x2½	½
56	226	4.5	136	22.5	37–1800	L	G	C	3–3	8	PS	No	Zen	V	AL	AL	D.BL	Mo	Cle	Shu 5410	Ros	T2IM			2I	Opt	Opt	34	39x2½	50x2½	½
57	241	4.5	150	27.3	57–2500	L	G	C	4–2⅛	8⅛	FP	No	Str	V	AL	AL	D.BL	Mo	Cle	Shu 5510	Ros	T2IM			2I	Opt	Opt	34	39x2½	50x2½	½
58	330	4.5	213	33.7	61–2100	L	G	C	4–2⅝ r	9	FP	No	Str	V	AL	AL	D.BL	Mo	Cle	Shu 5550	Ros	T2IM			2	Opt	Opt	34	39x2½	52x3	½
59	312	4.5	174	28.9	57–2100	L	G	C	3–3⅛ r	10⅛	PS	No	Zen	V	EL	AL	D.BL	Lo	Pet	Own ECZ	Wo	OP4M		a	TX	Opt	Opt	39 ⅄	44x3	44x3	½
60	312	4.5	174	28.9	57–2100	L	G	C	3–2⅝	9⅞	FP	No	Zen	M	AL	AL	D.BL	Mo	Cle	Shu 5550	Ros	T2IM		a	T	Opt	Opt	34	39x2½	52x3	½
61	428	4.5	280	45.9	102–2400	L	G	C	3F	9⅞	FP	No	Str	P	AL	AL	D.BL	Yo	Pet	Shu 637	Ros	. . . .		a	. . .	Opt	Opt	34	39½x3	52x3½	½
62	525	4.5	348	48.6	111–2200	L	G	C	7–3	11½	PS	Mo	Str	V	AL	AL	D.BL	Mo	Cle	Shu 655	Ros	T2IA		a	. . .	Opt	Opt	38½	42x3	56x4	½
63	572	4.5	358	48.6	105–2200	L	G	C	4–3	10⅛	FP	Mo	Str	V	AL	AL	D.BL	Mo	Cle	Cla F212	Ge	L4IH	191	P	TX	103	51½	34	38½x2¼	50x2½	½
64	200	4.7	126	24.0	50–2700	L	C	A	3–2½	5½	CC	No	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L4IH	191	P	TX	103	51½	34	38½x2¼	50x2½	N
65	215	4.9	142	27.3	72–3400	L	C	A	7–2⅝	10⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	Cle	Tim 11704H	Ge	L4IH	247	P	TI	95	51	34	38x2¼	50x2½	½
66	248	5.0	150	27.3	64–2600	L	C	A	7–2⅝	10⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	Cle	Tim 31020H	Ge	L4IH	269	P	TI	95	51	34	38x2¼	50x2½	½
67	248	5.0	150	27.3	64–2600	L	C	A	7–2⅝	10⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	Cle	Tim 31020H	Ge	L4IH	269	P	TI	95	51	34	38x2¼	50x2½	½
68	215	4.9	142	27.3	72–3400	L	C	A	4–2⅝	6⅜	CC	No	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IH	270	a	TI	119	71	34	40x2¼	52x3	½
69	248	5.0	150	27.3	64–2600	L	C	A	7–2⅝	10⅛	CC	KP	Zen	V	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IHV	379	a	TI	119	71	34	40x2¼	51¾x3	½
70	248	5.0	150	27.3	64–2600	L	C	A	7–2⅝	10⅛	CC	KP	Zen	V	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IHV	379	a	TI	119	71	34	40x2¼	51¾x3	½
71	248	5.0	150	27.3	64–2600	L	C	A	7–2⅝	10⅛	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IH	337	a	TI	119	71	34	38x2½	52x3	½
72	251	4.1	162	25.6	50–2000	L	G	C	3–2⅝	7½	CC	KP	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IHV	379	a	RI	119	71	34	38x2½	52x3	½
73	248	5.0	150	27.3	64–2600	L	C	C	7–2⅝	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
74	311	4.2	196	38.4	75–2200	H	C	C	7–2⅝	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
75	311	4.2	196	38.4	73–2200	H	C	C	7–2⅝	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F304	Ros	L4IH	270	a	TI	113	71	34	40x2¼	52x3	½
76	288	4.6	181	32.6	73–2600	L	G	C	7–2⅝	11¼	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3	½
77	288	4.6	181	32.6	73–2600	L	G	C	7–2⅝	11¼	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3	½
78	288	4.6	181	32.6	73–2600	L	G	C	7–2⅝	11¼	CC	KP	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7720	Ros	L4IHV	465	a	TD	117	79	34	42x2½	54x3	½
79	381	4.2	237	40.8	85–2200	H	C	C	7–2¾	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 36020H	Ha	L4IHV	513	a	TD	162	102	34	42x3	56x3½	½
80	428	4.2	268	45.9	100–2200	H	C	C	7–2¾	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 36020W	Ha	W4IA	623	a	TD	162	102	34	42x3	56x3½	½
81	428	4.2	268	45.9	100–2200	H	C	C	7–2¾	13⅛	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own 5008	Ge	T2IMV	568	a	RI	151	87	38	44x3	56x3½	½
82	471	3.7	288	40.0	61–1350	L	G	C	7–3⅜	11½	FP	KP	Zen	M	DR	DR	P.BB	Lo	PS	Own 500s	Ros	T2IMV	458	a	RI	151	87	38	44x3	56x3½	½
83	428	4.2	268	45.9	100–2200	H	C	C	7–2¾	13⅛	FP	No	Zen	M	AL	AL	P.Lo	Lo	Spi	Sal F	Ros	L4IH	257	a	TX	84	47½	32	40x2	54x2½	½
84	200	4.7	126	24.0	49–2800	L	C	A	3–2½	5⅞	FP	No	Zen	M	AL	AL	P.Lo	Lo	Spi	Tim 11703H	Ros	L4IH	225	a	TX	88	54½	32	40x2	54x2½	N
85	227	4.6	152	26.8	52–2400	L	C	A	3–2½	5⅞	FP	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 30000H	Ros	L4IH	259	a	TX	108	60½	32	40x2	54x2½	N
86	214	5.0	138	27.3	61–3000	L	C	A	7–2½	9⅛	FP	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 11703H	Ros	L4IH	380	a	TX	106	68½	32	40x2	54x2½	N
87	214	5.0	138	27.3	61–3000	L	C	A	7–2½	9⅛	FP	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L4IH	380	a	TX	130	80½	32	40x2	54x3	½
88	248	5.0	150	27.3	66–3200	L	C	C	7–2¾	10⅛	FP	No	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 33000H	Ros	L4IH	577	a	TX	120	74	34	43x2½	54x3	½
89	311	4.1	196	38.4	73–2400	H	C	C	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	D.BL	Lo	Spi	Tim 33000H	Ros	L4IH	660	a	CD	120	74	34	43x2½	54x3	½
90	288	4.1	180	32.6	73–2700	L	C	C	7–2⅝	12⅛	FP	Ha	Zen	M	DR	DR	D.BL	Lo	Spi	Tim 33000H	Ros	L4IH	660	a	CD	144	79	32	43x2½	54x3	½
91	311	4.1	196	38.4	73–2400	H	C	C	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	D.BL	Lo	Spi	Tim 35100Tw	Ros	W4IA	768	a	CD	126	69	32	43x2½	54x3	½
92	339	4.1	212	38.4	80–2400	H	C	C	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	D.BL	Lo	Spi	Tim 35100Tw	Ros	W4IA	768	a	CD	144	94	38	46x3	54x4	½
93	428	4.1	268	45.9	100–2600	H	C	C	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	D.BL	Lo	Spi	Tim 27450Tw	Ros	W4IA	820	a	CD	144	94	38	46x3	54x4	½
94	428	4.1	268	45.9	100–2600	H	C	C	7–2¾	13⅛	FP	No	Zen	P	Ow	Ow	D.Ow	Ow	Spi	Own	Own	O4IM	186	a	4I	. . .	25⅞	. . .	30⅛x	39½x	O
95	200	4.6	128	24.0	50–2800	L	G	A	3–2	2	PG	No	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	475	a	2I	94⅜	51⅛	38⅓	30⅝x2¼	50x2½	½
96	200	4.6	128	24.0	50–2800	L	G	A	3–2	2	PG	No	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	475	a	2I	94⅜	76⅛	38⅓	30⅝x2¼	50x2½	½
97	200	4.6	128	24.0	50–2800	L	G	A	3–2	2	PC	No	Zen	V	AL	AL	D.DG	Pe	Blo	Own H	Ros	O4M	238	G	2I	112	81	36	42¾x2½	52¾x2½	½
98	251	4.5	160	25.6	50–2000	H	G	C	3–2⅜ r	8	PC	No	Zen	V	NE	NE	D.BL	Pe	Blo	Own H	Ros	O4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½
99	315	4.5	200	33.7	72–2500	L	G	C	7–2⅝	12⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	O4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	½
100	381	4.5	270	40.8	85–2400	L	G	C	7–2⅝	12⅜	PC	Pe	Str	G	NE	NE	O.ME	Mc	Blo	Own B	Ros	O4IM	238	G	2I	130	93	36	42¾x2½	52¾x2½	½
101	398	4.0	210	36.1	56–1350	T	G	C	3–2	12	PC	Pe	Zen	M	NE	NE	O.HS	Pe	Blo	Own U	Ros	O4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
102	411	4.6	265	40.8	91–2300	L	G	C	7–3	13⅞	PC	Wa	Zen	M	NE	NE	O.HS	Pe	Blo	Own U	Ha	O4IM	238	G	4X	132	93	36	42¾x2½	52¾x2½	½
103	411	4.6	265	40.8	91–2300	L	G	C	7–3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	O4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
104	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅞	PC	Wa	Zen	V	NE	NE	D.BL	Pe	Blo	Own M	Ha	O4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
105	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
106	517	4.6	330	51.3	110–2300	L	G	C	7–3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	O4TB	722	G	4X	132	93	36	42¾x2½	54¾x2½	½
107	517	4.6	330	51.3	110–2300	L	G	C	7–3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	Opt	Opt	42	42¾x2½	52x4	½
108	411	4.6	265	40.8	91–2300	L	G	C	7–3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
109	677	4.4	460	60.	125–2000	L	G	C	4–3½	11¾	PC	No	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 35000H	Ha	L4IH	394	a	FX	144	90	34	40x2¼	54x3	½
110	331	4.5	202	33.7	64–2100	L	G	C	4–2⅜	7⅞	PC	No	Zen	V	AL	AL	D.BL	Lo	Blo	Col 5530	Ha	L4IH	297	a	FX	135½	83	34	36x2½	50x2½	½
111	241	4.5	143	27.3	53–2200	L	G	C	4–2⅜	8	PC	No	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 35000H	Ha	L4IH	584	a	FX	156	97½	34	42x2½	54x3	½
112	410	4.5	270	40.8	83–2100	L	G	C	4–2

Line Number	MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS									FRAME	
										ENGINE		TRANSMISSION		REAR AXLE			GEAR RATIOS			
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	General Mot...T44	3-4½	2065	141	181	16000	5095	P34x7	DP34x7	Buick	6-3⅞x4⅝	Own	U 4	No	Own	2½	R	8.05	40.9	6⅞x3x⅜	TL
2	(concluded)...T45	3-4½	1865	141	181	16000	4910	P32x6	DP32x6	Own 257	6-3⅞x4⅝	Own	U 4	No	Own	SF	R	6.57	41.4	6⅞x3x⅜	TL
3	.....T51	4-5½	2465	155	200	19000	5955	P34x7	DP34x7	Own 331	6-3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x⅜	TL
4	.....T60	5-6½	3035	154	200	22000	6925	P34x7	DP34x7	Buick	6-3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x⅜	TL
5	.....T61	5-6½	3695	154	200	22000	7305	B9.00/20	DB9.00/20	Own 400	6-4⅛x5	Own	U 5	No	Own	WF	R	8.50	69.9	9x3½x⅜	TL
6	.....T82	5-7	3795	155	201	24000	7500	P9.00/20	DB9.00/20	Own 331	6-3¾x5	Own	U 4	A 3	Own	WF	R	10.2	143	9x3½x⅜	TL
7	.....T83	5-7½	4190	155	201	25000	7690	B9.00/20	DB9.00/20	Own 400	6-4⅛x5	Own	U 5	No	Own	WF	R	9.00	74 .0	9x3½x⅜	TL
8	.....T85	6-8	5600	171	204	30000	10630	B9.75/20	DB9.75/20	Own 525	6-4½x5½	Own	U 4	Op	Own	2F	R	8.50	53.3	9⅞x4x⅜	TL
9	Gramm.....AX4	1-1½	795	131	157	8000	3350	B6.50/20	B6.50/20	Con W10	4-3⅞x4¼	WG TA	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
10	.....AX6	1-1½	895	131	157	8000	3550	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	6x2¾x¼	C
11	.....BX4	1½-2	895	131	210	10000	3525	B6.00/20	DB6.00/20	Con W10	4-3⅞x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
12	.....BX6	1½-2	995	131	210	10000	3725	B6.00/20	DB6.00/20	Con 25A	6-3⅜x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	6x2¾x¼	L
13	.....BXF	1½-2	1495	131	210	10000	4000	B6.00/20	DB6.00/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 53200	BF	H	5.6	37	6x2¾x¼	L
14	.....B	2	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	Co A4J	U 4	No	Tim 54200H	BF	H	5.83	37.1	6x2½x¼	C
15	....BF	2-3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 54200	BF	H	5.8	37.1	6x2½x¼	C
16	.....CX4	2-3	1095	131	210	12000	3950	B6.50/20	DB6.50/20	C'on W20	4-4⅛x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37 .0	10x2¾x¼	B
17	.....CX6	2-3	1295	131	210	12000	4150	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅜	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37 .0	10x2¾x¼	B
18	C	2-3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6-3⅜x4¼	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	C
19	.....CF	2-3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	T'm 54200	BF	H	5.8	37.1	7x2½x¼	C
20	.....CXF	2-3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6-4½x4¾	BL 554	U 4	No	Tim 54200	BF	H	5.8	41.6	7x2½x¼	C
21	.....D	2½-4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39 .0	7x2½x¼	C
22	.....DF	2½-4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6-4⅜x4¾	BL 554	U 4	No	Tim 56200	BF	H	6.1	43 .5	7x2½x¼	C
23	.....E330	3-4½	2595	160	224	20000	5950	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
24	.....EY190	3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6-4½x4¾	Co Rus4	U 4	No	Tim 58200H	BF	H	4.5	29.1	8¾x3¼x¼	L
25	.....GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	L
26	.....G	4-6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49 .0	12x2½x¼	P
27	.....GF	4-6	5500	150	225	24000	....	B9.75/20	DB9.75/20	Her HXC	6-5¼x6	BL 744	U 4	No	Wis 1237H	2F	H	4.29	15.8	12x2½x¼	P
28	.....GW	5-7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	BL 554	U 4	No	Wis 1627K	2F	H	6.3	41 .0	7½x3x¼	P
29	.....GWD	5-7½	6495	157	240	30000	10000	B9.00/20	DB9.00/20	Cum H Die.	6-4⅛x6	BL 744	U 4	No	Wis 1737KW	2F	H	6.75	51 .2	7½x3x¼	P
30	.....HY	5	6595	210	236	22000	10100	B9 .00/20	DB9.00/20	Con 16H	6-4⅜x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	4.0	25 .2	8¾x3¼x¼	L
31	G.-P.....35-6	1¼-2	1535	156	160	12500	3800	B7.00/20	DB7.00/20	Lyc WTG	6-3¾4¾	Fu MKU	U 4	No	Tim 53200H	SF	H	5.37	34 .9	8x2½x¼	TL
32	.....(7) 45-6	2-3	2700	157	161	15500	4300	B7.50/20	DB7.50/20	Lyc SB	6-3⅜x4½	Fu MLU	U 4	No	Tim 54200H	SF	H	6.35	38 .0	8x3x¼	TL
33	.....(7) 55-6	3-4	3185	154	191	19500	5900	B8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	Fu JVU	U 5	No	Tim 56200H	SF	H	7.25	55 .0	9x3½x⅜	TL
34	.....(7) 65-6	3½-5	3875	158	195	23500	7100	B9.00/20	DB9.00/20	Lyc TS	6-3⅞x5	Fu VUOG	U 5	No	Tim 58200H	SF	R	7.80	56 .0	10x3½x⅜	TL
35	75-6	4-6	4915	154	191	28000	7400	B9 75/20	DB9.75/20	Wau SRL	6-4⅜x5½	Fu VUOG	U 5	No	Wis 1137H	2F	R	7.75	65.	11x3½x⅜	TL
36	75-8	4-6	4860	174	Op	28000	7500	B9.75/20	DB9.75/20	Lye AEC	8-3¾x4¾	Fu VUOG	U 5	No	Wis 1137H	2F	R	7.25	51 .2	11x3½x⅜	TL
37	85-6	5-7	6875	169	Op	28000	9200	B10 50/20	DB10.50/20	Wau 6AB	6-4½x5¾	Fu MHU	U 4	A	Wis 1567W	2F	R	9.00	113.	12x3½x⅜	TL
38	95-6	7-10	7850	159	196	31000	10400	B10 .50/24	DB10.50/24	Wau 6RB	6-5x5¾	Fu MHU	U 4	A	Wis 19000W	2F	R	10.1	125.	14x3½x⅜	TL
39	.....(7) 35T-6	6	1595	152	172	15000	4050	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	Fu MKU	U 4	No	Tim 53200H	SF	H	5.37	34 .9	8x2½x¼	TL
40	.....(7) 45T-6	8	3185	149	171	19500	4425	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	Fu JVUOG	U 5	No	Tim 54000H	SF	H	6.35	45 .2	8x2½x¼	TL
41	.....65T-6	10	4170	162	179	23500	7850	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5½	Fu VUOG	U 5	No	Tim 58200H	SF	R	7.57	55 .1	10x3x¼	TL
42	.....65T-8	10	4230	162	179	23000	7850	B9.00/20	DB9.00/20	Lye AEC	8-3¾x4¼	Fu VUOG	U 5	No	Tim 58200H	2F	R	7.57	55 .1	10x3x¼	TL
43	.....75T-6	12	5445	162	179	28000	8850	B9 .75/20	DB9.75/20	Wau SRK	6-4⅜x5½	Fu VUDG	U 5	No	Wis 1137W	2F	R	8.1	56.6	11x3x¼	TL
44	.....75T-8	12	5400	162	179	28000	8850	B9.75/20	DB9.75/20	Lyc AED	8-3¾x4¾	Fu VUOG	U 5	No	Wis 1137W	2F	R	9.0	63.7	11x3x¼	TL
45	Hahn-Selden.....17	1½	1500	142	162	7900	3750	P32x6	P32x6	Con 18E	6-3⅜x4	BL 20	U 4	No	Tim 52000H	BF	R	5.8	24 .1	5½x2¾x⅛	C
46	317	1½	1610	142	162	7900	3900	P32x6	P32x6	Con 16C	6-3⅜x4⅝	BL 35	U 4	No	Tim 52000H	BF	R	5.8	24 .1	5½x2¾x⅛	C
47	37	2	1935	151	181	10000	4800	P32x6	DP32x6	Con 16C	6-3⅜x4⅝	BL 35	U 4	No	Tim 54200H	BF	R	5.8	31.	5¾x2¾x¼	C
48	39	2½	2920	164	190	13000	5800	P32x6	DP32x6	Con 16R	6-4x4½	BL 35	U 4	No	Tim 56200H	BF	R	6.1	33.	7x3½x¼	C
49	.....47B	3	3785	151	198	15500	7200	P34x7	DP34x7	Con 18R	6-4x4½	BL 51	U 4	No	Tim 58000H	BF	R	6.8	37.	7x3½x¼	P
50	.....47D	4	4435	151	198	19500	7800	P36x8	DP36x8	Con 18R	6-4x4½	BL 51	U 5	No	Wis 1237H	2F	R	7.3	43.8	7x3½x¼	P
51	67	5	4975	151	198	23500	8700	P36x8	DP36x8	Con 21R	6-4⅜x4¾	BL 55	A 7	A	Wis 1537H	2F	R	7.1	67.	7x3½x¼	P
52	Hendrickson....178	2½	3350	Op	Op	15300	6500	B8.25/20	DB8.25/20	Wau MK	6-4⅛x4¾	Fu JVU	U 5	No	Cla B800	2B	R	Opt	Opt	6x2½x⅜	P
53	198	3	3800	Op	Op	19500	7000	B9.00/20	DB9.00/20	Wau MK	6-4⅛x4¾	Fu JVU	U 5	No	Cla B800	2F	R	Opt	Opt	6x2½x⅜	P
54	.....U6-24	4	5500	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	Fu MLU	U 4	No	Tim 67730	2F	R	Opt	Opt	8x3x⅜	P
55	Hug.....23	2	1785	146	191	11620	5620	B7.00/20	DB7.00/20	Bud H298	6-3¾x4¼	Fu MLU	U 4	No	Cla B611	SF	H	5.66	36.	8x3x¼	T
56	61	2	3020	111	111	14210	5400	B8.25/20	DB8.25/20	BudH298	6-3¾x4½	Fu MLU	U 4	No	Wis 6600	2F	H	6.92	37.	6x3x¼	I
57	82	2½	3870	128	128	19300	7000	B9.00/20	DB9.00/20	Bud K369	6-4⅛x4¾	Fu VUOG	U 5	No	Wis 1237Q	2F	H	8.64	62.	7x3⅝x¼	I
58	42	3	2175	146	201	14500	6500	B8.25/20	DB8 25/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B800	SF	H	6.37	40 .5	8x3x¼	T
59	418	3	5070	158	158	19620	8500	B9.75/20	B12.75/20	Bud K428	6-4⅜x4¾	FuMRUAy	U 4	A 3	Wis 1237H	2F	H	8.95	119	8x3x¼	T
60	.....87K	3½	4300	128	128	22400	7600	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	BL 55-7	A 7	No	Wis 1237Q	2F	H	8.64	82.	7x3⅝x¼	T
61	43	3½	3380	146	201	21300	7300	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	Fu VUOG	U 5	No	Wis 1237H	2F	H	8.64	62.	8x3x¼	I
62	.....87Q	5	4870	144	144	27875	8500	B10.50/20	DB10.50/20	Bud K428	6-4⅜x4¾	Fu MH	A 8	No	Wis 1737K	2F	H	9.16	99	8x4x¼	I
63	Indiana.....85	1½	885	141	169	10000	3900	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	BL 124	U 4	No	Tim 53200H	BF	H	5.66	35.1	7½x2½x⅜	T
64	.....85DR	1½	1190	141	186	11500	4200	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	BL 325	U 5	No	Wis 4516L	2F	R	6.06	40.3	7½x2½x⅜	T
65	95	2	1095	141	186	12000	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.85	36.2	7½x2½x⅜	C
66	.....95DR	2-2½	1275	141	186	15000	4450	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Wis 4916L	2F	R	6.66	41.2	7½x2½x⅜	C
67	106	2½	1950	156	200	16000	5700	B7.50/20	DB7.50/20	Her WXC	6-4x4¼	BL 324	U 4	Op	Wis 4916L	2F	R	6.06	40.3	8x3x¼	T
68	17	2½	2450	170	224	18000	7000	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 334	U 4	Op	Tim 58205H	BF	R	6.14	37.8	8½x3x⅞	T
69	.....17W	2½	2675	170	224	18000	7000	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 334	U 4	Op	Tim 65200H	WF	R	6.20	38.1	8½x3x⅞	T
70	.....17DR	3	2675	170	224	19000	7300	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 334	U 4	Op	Wis 70000	2F	R	6.28	38.6	8½x3x⅞	T
71	.....19DR	3½	3400	170	224	22000	8100	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	BL 524	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8½x3x⅞	T
72	.....43DR	4-5	4300	170	224	25000	8500	B9.75/20	DB9 75/20	Her RXB	6-4½x5¼	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8½x3x⅞	T
73	.....45DR	5	4800	170	224	25000	8700	B9.75/20	DB9.75 20	Her RXC	6-4⅝x5¼	BL 534	U 4	Op	Wis 1737H	2F	R	7.14	45.4	8¼x3x⅝	T
74	International (8)..A2	1½	615	136	160	8000	2935	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	WG T-9	U 4	No	Own 702	SF	H	6.16	39.5	5½x2¾x⅛	T
75	.....B2	1½	665	136	136	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	MM "O"	U 3	No	Own 701	SF	H	6.16	47.3	5½x2¾x⅛	T
76	.....A3	1½	795	136	160	10000	3572	P30x5	P32x6	Lyc SAH	6-3¼x4½	WG T9	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x⅜	T
77	.....A3½	1½	970	136	160	10100	3600	B6.50/20	DB6.50/20	Lyc SAH	6-3¼x4½	WG T7	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x⅜	T
78	.....AL3	1½	895	138	164	10000	4032	B6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	WG T7	U 4	No	Own 800	S½	H	6.50	42.9	6½x2¼x¼	T
79	.....A4	2	1750	145	185	14200	5221	P32x6	DP32x6	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 1000	SF	H	6.50	47.8	7x3¾x¼	T
80	.....A5	3	2350	156	210	17000	5895	P34x7	DP34x7	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 1002	SF	H	8.5	76.8	8x3¾x¼	T
81	.....A6	3	2675	156	210	19000	6120	P34x7	DP34x7	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 1150	2F	H	7.16	64.7	8½x3¾x⅞	T
82	.....W2	3½	3900	148	200	22000	8400	S36x5	S36x10	HaS 151	4-4¼x5½	Own H-6	U 5	No	Own 1200	2F	H	6.85	83.9	7x3x¼	T
83	.....W3	5	4850	160	235	28000	10125	S36x6°	S40x12°	HaS 152	4-4¾x5½	OwnH -7	U 5	No	Own 1300	2F	H	7.85	70.5	8x3x¼	T
84	.....A7	5	6200	160	225	36000	11590	B9.75/20	DB9.75/20	Own FDB	6-4½x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3¼x⅜	T
85	.....A8	7½	6300	160	225	36000	11590	B9.75/20	DB9.75/20	Own FEB	6-5x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3¼x⅜	T
86	Kenworth.....85	1½-2	1275	141	165	.....	3400	B7.00/20	B7.00/20	Con 18E	6-3⅜x4	BL 214	U 4	...	Cla B370	SF	H	5.4	34 .6	5½x3x¼	T
87	.....101B	2-2½	2050	144	186	.....	4700	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	BL 234	U 4	...	Tim 54300H	SF	H	5.83	38.4	5½x3x¼	T
88	127	2½-3	2600	154	202	.....	5490	B8.25/20	DB8.25/20	der WXC	6-4x4½	BL 324	U 4	...	Tim 56200H	SF	H	6.16	40.7	8x2¼x¼	T
89	.....146B	3-4	3300	158	206	.....	5960	B9.00/20	DB9.00/20	Bud K393	6-4⅛x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	8x2¼x¼	T
90	.....166B	3½-4	3850	156	204	.....	6890	B9.00/20	DB9.00/20	Bud K393	6-4⅛x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7-9x3x¼	T
91	.....166A	3½-4	4330	156	204	.....	6890	B9.00/20	DB9.00/20	HaS 147	6-4x5	BL 334	U 4	A 3	Tim 58205H	SF	H	6.83	43.4	7-9x3x¼	T
92	186	4-5	4675	155	221	.....	7710	B9.75/20	DB9.75/20	Her YXC2	6-4½x4¾	BL 1554	U 4	A 3	Tim 75720H	2F	H	7.33	105.	7-9x3x¼	T
93	241	5-7	5450	169	221	.....	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7-9x3x¼	T
94	.....241A	5-7	6500	169	228	.....	9500	B9.75/20	DB9.75/20	HaS 160	6-4¼x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅞	C
95	.....241B	5-7	6150	174	228	.....	9500	B9.75/20	DB9.75/20	Bud GL-6	6-4½x6	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅞	C
96	.....241C	5-7	7200	174	228	.....	10000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x⅞	C
97	Kleiber.....80	1½-2½	1300	140	160	9300	3625	B6.50/20	DB6.50/20	Con 18E	6-3⅜x4	BL 224	U 4	No	Tim 53200H	BF	H	5.8	34 .0	5⅝x3¼x¼	C
98	100	2-3½	1750	170	180	11400	4400	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅜	BL 314	U 4	No	Tim 54200H	BF	H	6.16	38.7	7½x3x¼	T
99	120	2½-4½	2350	170	180	13200	5150	B7.50/20	DB7.50/20	Con 16R	6-4x4⅛	BL 314	U 4	No	Tim 56200H	SF	H	6.17	33.4	7½x3x¼	T
100	140	3-5½	3300	180	190	19500	6500	B9.00/20	DB9.00/20	Con 18R	6-4x4½	BL 314	U 4	No	Eat 2413H	2F	H	7.1	38.7	7½x3x¼	T
101	210	4-6	4000	190	192	23400	7100	B9.75/20	DB9.75/20	Con 20R	6-4½x4¾	BL 55	A 7	No	EatDR2412H	2F	R	7.25	77.0	7½x3x¼	T
102	260	7	5000	206	210	26000	9000	B9.75/20	DB9.75/20	Con 21R	6-4⅜x4¾	BL 714	A 4	A 3	Eat 65041W	2F	R	8.5	91.0	8x3½x⅜	C
103	La Fr. Republic..A-1	1-1½	795	132	...	6000	3000	B5.50/20	P32x6	Lyc WTG	6-3¾4¾	Fu Wo-BB	U 4	No	Tim 51000H	SF	H	5.86	36.1	5½x2x⅛	C
104	.....C-1	1½-2	1295	144	175	7500	3300	B6.00/20	P32x6	Lyc 4SL	6-3¼x4½	Fu Wo-BB	U 4	No	Tim 52200H	SF	H	5.83	37.3	6x2¾x⅛	C
105	.....C-2	2-2½	995	150	162	10000	3800	B6.00/20	DB6.00/20	Lyc SA	6-3¼x4½	Fu WOBB	U 4	No	Tim 53200H	SF	H	5.67	35.9	5½x2x⅛	C
106	.....D-1	2-2½	1595	144	175	9000	3750	P30x5	DP30x5	Lyc 4SL	6-3¼x4½	Fu MKU	U 4	No	Tim 54200H	SF	R	5.83	37.9	6x2¼x¼	C
107	.....D-2	2-2½	1295	162	175	11500	4600	B6.50/20	DB6.50/20	Lyc SB	6-3⅜x4½	FuMKUBb	U 4	No	Tim 54200H	SF	R	5.83	37.9	7x3x¼	C
108	.....E-1	2½-3	1985	162	190	13000	5000	P32x6	DP32x6	Bud H-260	6-3½x4½	Fu Mlu-Bb	U 4	No	Tim 56200H	SF	R	7.4	47 .0	7x3x¼	C
109	.....F-3	3-3½	2485	174	198	15000	5625	P34x7	DP34x7	Lyc ASD	6-3¾x4½	Fu MGU14	U 4	No	Tim 58200H	SF	R	7.8	50.6	8x3x¼	C
110	.....H-2	3½-4	2985	174	198	16000	6350	P34x7	DP34x7	Lyc TS	6-3⅞x5	Fu MGU	U 4	No	Wis 69317BL	2F	R	6.41	41.6	8x3x¼	C
111	.....H-3	3½-4½	3395	179	206	18000	7300	B9.75/20	DP9 75/20	Bud K393	6-4⅛x4¾	Fu MRU	U 4	No	Tim 75720H	2F	R	8.15	54.0	8x3x¼	C
112	.....M-2	4½-5	4000	174	198	20000	7500	P36x8	DP36x8	Wau 6SRL	6-4⅜x5½	Fu VUOG	U 5	No	Wis 1237H	2F	R	7.2	51 .0	8x3x¼	C
113	.....M-3	4½-5½	4750	191	204	22000	8300	B10.50/20	DB10.50/20	Wau 6SRL	6-4⅜x5½	Fu VUOG	U 5	No	Tim 76725H	2R	R	8.85	62.5	9½x3½x⅞	C
114	35-2	5½-6½	5600	174	198	24000	9250	P38x9	DP38x9	Wau 6AB	6-4½x5¾	Fu MHU	U 4	No	Wis 1567H	2F	R	7.33	46.3	9½x3½x⅞	C
115	35-3	6½-7½	6400	191	204	28000	10375	B10.50/24	DB10.50/24	Wau 6SRK	6-4½x5½	FuMHUAy	A 4	A 3	Tim 78720W	2F	R	8.90	111.	9½x3½x⅞	C
116	.....Q-4	7½-9	10000	Op	260	30000	12750	B10.50/24	DB10.50/24	Own 312B	12-4x5	BL 714	U 4	No	Tim 79740W	W	R	Opt	Opt	12x3½x¼	C
117	Lange.....R	1½	2225	140	172	9300	4600	P32x6	P32x6	Her WXB	6-3¾x4½	BL 31	U 3	No	Tim 54000H	BF	R	5.83	28.0	6x2½x⅛	P
118	L	2	3450	144	210	15000	5800	P32x6	DP32x6	Her WXC	6-4x4½	BL 35	U 4	No	Wis 6617	2F	R	7.00	37.5	6x2½x⅛	P
119	.....O	2½	3950	146	212	17000	5985	P34x7	DP34x7	Her YXB	6-4x4¾	BL 51	U 4	No	Wis 8817	2F	R	7.29	39.1	6x2½x¼	P
120	(continued)....H	3	5150	151	187	19000	6850	P36x8	DP36x8	Her YXC	6-4⅜x4¾	BL 55	U 4	No	Wis 1418	2F	R	9.12	48.7	7x2½x¼	P

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	257	4.5	185	28.3	76–2500	H	G	C	4–2⅜	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	320	a	TX	107	59	34 ☆	38x2½	50x3	½
2	225	4.5	185	28.3	76–2500	H	G	C	4–2⅜	8⅛	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	345	a	TX	107	59	34 ☆	38x2½	50x3	½
3	331	4.4	230	33.7	94–2500	H	G	A	4–2½	8⅝	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	379	a	TX	125	70	34 ☆	40x3	50x3	½
4	331	4.4	230	33.7	94–2500	H	G	C	4–2½	8⅝	PC	Ha	Ma	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	418	a	TX	125	69¼	34 ☆	40x3	54x3	½
5	400	4.6	296	40.9	110–2300	H	G	A	4–2 7/8	8⅝	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	69¼	34 ☆	40x3	54x3	½
6	331	4.4	230	33.7	94–2500	H	G	A	4–2½	8⅝	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Cle	Own	Jac	B4IM	483	a	TD	125	70	34 ☆	40x3	54x3	½
7	400	4.6	296	40.9	110–2300	H	G	A	1–2 7/8	8⅝	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	70	34 ☆	40x3	54x3	½
8	525	4.5	380	48.6	128–2100	H	C	A	7–2¾	14⅜	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34 ☆	40x3	54x3	½
9	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅞	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
10	214	5.3	142	27.4	71–3200	L	C	A	4–2⅜	6⅜	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
11	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅞	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
12	214	5.3	142	27.3	71–3200	L	C	A	4–2⅜	6⅜	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
13	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
14	224	4.7	146	25.3	61–2900	L	G	C	4–2⅝	8⅛	PC	Mo	Zen	V	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
15	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
16	227	4.7	136	27.2	55–2400	L	G	C	3–2⅛	5⅞	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	36x2¼	45x2½	½
17	248	5.0	150	27.3	70–3000	L	C	C	7–2¾	10	FP	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
18	278	4.7	182	31.5	85–3300	L	G	A	4–2⅝	9¼	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
19	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	P	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
20	380	4.3	238	40.8	88–2400	H	C	C	7–2¾	13⅛	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
21	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
22	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
23	353	4.8	245	36.2	98–2700	L	G	C	4–2¾	10	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	120	77¼	34	42x2¼	56x3	½
24	380	4.3	238	40.8	88–2400	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Eat 423	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
25	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Eat 423	Ros	L4IHV	375	a	FD	156	90	41½	44x2½	60x3	½
26	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	176 7/8	119 7/8	41½	44x2½	60x3	½
27	779	4.5	505	66.2	143–1600	L	G	H	7–3¼	17	PC	No	Til	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
28	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
29	672	17.	440	57.0	125–1800	H	G	N	7–3¼	16½	P	Cu	No	M	LN	LN	D.BL	Pe	Blo	Tim 27450	Ros	W s41A	576	a	FD	128½	73⅞	36	46x3	58x3½	½
30	611	4.1	382	54.1	127–2300	L	G	A	7–3	13¼	PC	Pe	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 27450	Ros	W s41A	576	a	FD	128⅛	73⅞	36	46x3	58x3½	½
31	201	5.5	140	21.6	63–2900	L	G	C	4–2⅜	7	PC	No	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim 27450	Ros	W s41A	576	a	FD	198½	141⅛	41½	44x3	60x4	½
32	241	5.1	160	27.3	65–2800	L	G	C	4–2⅝	8⅛	PC	No	Str	M	AL	AL	D.Fu	Ow	MM	Tim 30000H	Ros	L4IH	268	a	TX	Opt	71	31	40x2½	54x3	½
33	298	5.1	198	33.4	85–2900	L	G	C	4–2⅝	9⅛	PC	Mo	Str	M	AL	AL	D.Fu	Ow	MM	Tim 3000H	Ros	L4IH	268	a	TX	Opt	72	31	40x2½	54x3	½
34	353	4.6	252	36.5	97–2750	L	G	C	4–2¾	10	PC	Mo	Str	M	AL	AL	D.Fu	Ow	MM	Tim 33000H	Ros	L4IH	342	a	CD	Opt	69	31	40x2½	58x3	½
35	462	4.6	300	45.9	100–2400	L	G	C	7–3	13⅞	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim 35100H	Ros	L4IH	394	a	CD	Opt	73½	34	40x3	58x3½	½
36	420	5.2	300	45.0	130–2800	L	G	C	5–2¾	11⅛	PC	Mo	Str	M	AL	AL	D.Fu	Ow	MM	Tim 35100H	Ros	L4IH	493	a G	CD	Opt	70	34	40x3	58x3½	½
37	549	4.5	335	48.6	100–2000	L	G	C	4–3½	11⅜	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim27050TW	Ros	B4IM	566	a G	CD	Opt	86	34	40x3	58x3½	½
38	677	4.4	460	60.9	125–2000	L	G	A	4–3½	11¾	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim27050TW	Ros	B4IM	547	a G	CD	Opt	81	34	40x3	58x4	½
39	298	5.1	198	33.5	85–2900	L	G	C	4–2⅝	9⅛	PC	No	Zen	M	AL	AL	P.BB	Ch	MM	Tim 30000H	Ros	L4IH	268	a	TX	Opt	66	31	40x3	58x4	½
40	353	4.6	252	36.5	97–2750	L	G	C	4–2¾	10	PC	No	Str	M	AL	AL	D.Fu	Ch	MM	Tim 31000H	Ros	L4IH	268	a	TX	Opt	60	31	40x2½	54x3	½
41	462	5.1	300	45.4	100–2400	L	G	C	7–3	13⅞	PC	No	Str	M	AL	AL	D.Fu	Ch	MM	Tim 31000H	Ros	L4IH	268	a	FD	Opt	60	31	40x2½	54x3	½
42	420	5.2	300	45.	130–2800	L	G	C	5–2¾	11⅛	PC	No	Zen	M	AL	AL	D.Fu	Ch	MM	Tim 33000H	Ros	L4IH	394	a	FD	Opt	66	34	40x3	58x3½	½
43	517	4.5	340	51.3	110–2500	L	G	C	7–3	13⅞	PC	No	Str	M	AL	AL	D.Fu	Ch	MM	Tim 33000H	Ros	L4IH	394	a	FD	Opt	66	34	40x3	58x3½	½
44	420	5.2	300	45.	130–2800	L	G	C	5–2¾	11⅞	PC	No	Zen	M	AL	AL	D.Fu	Ch	MM	Tim35000TW	Ros	W2IM	574	a	FD	Opt	66	34	40x3	58x3½	½
45	214	5.0	137	27.3	66–3000	L	G	A	7–2½	8⅛	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim35000TW	Ros	W2IM	574	a	FD	Opt	66	34	40x3	58x3½	½
46	248	5.0	150	27.3	65–2760	L	G	C	7–2⅝	10⅛	FP	No	Str	V	DR	DR	D.BL	Ow	Blo	Tim 11703H	Ros	L4IH	380	a	TX	110	64½	34	41x2¼	50x2½	N
47	248	5.0	150	27.3	65–2760	L	G	C	7–2⅝	10⅛	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 11703H	Ros	L4IH	380	a	TX	110	64½	34	41x2¼	50x2½	N
48	311	4.1	196	38.4	73–2400	H	C	N	7–2¾	13⅛	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 14703H	Ros	L4IH	452	a	TX	120	73½	34	41x2¼	50x2½	N
49	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	13⅛	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 15733H	Ros	L4IHV	578	a	TD	120	77½	34	41x2¼	50x2½	N
50	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	13⅛	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 15733H	Ros	L4IHV	658	a	TD	110	71¼	34	40x2½	56x3	N
51	275	4.2	268	45.9	100–2400	H	C	N	7–2¾	13⅛	FP	No	Zen	V	AL	AL	D.BL	Ch	Blo	Tim 15733H	Ros	L4IHV	768	a	TD	110	71¼	34	40x2½	56x3	½
52	381	4.6	240	40.8	87–2500	L	G	C	7–2¾	12½	PC	Wa	Zen	M	AL	AL	D.BL	Ch	Blo	Tim 16710H	Ros	4IHV	768	a	TD	110	71¼	34	40x2½	56x3½	½
53	381	4.6	240	40.8	87–2500	L	G	C	7–2¾	12½	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Spi	Cla F318	Ros	L4IHV	490	G	TD	Opt	Opt	34	40½x3½	50½x3	N
54	462	4.6	300	45.9	97–2000	L	G	C	7–3	13⅝	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Spi	Cla F318	Ros	L4IHV	490	G	TD	Opt	Opt	34	40½x3½	50½x3	N
55	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Tim 27450	Ros	W s41A	690	a	TX	Opt	Opt	34	43x3½	53x3½	½
56	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	PC	Pe	Zen	M	AL	DR	D.BL	Yo	Blo	Cla F318	Ros	L4IH	318	p	CD	81	61	31½	41x2½	54 7/8x3	½
57	369	4.8	234	39.6	99–2800	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 610	Ros	W2IM	336	G	CD	76	52	34½	41 7/8x2½	48½x2½	½
58	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	W2IM	420	G	CD	94¼	70	34½	41 7/8x2½	48½x3	½
59	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-5	Ros	L4IH	322	p	CD	81	61	31½	41x2½	54 7/8x3	½
60	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.BL	Yo	Blo	Shu 610	Ros	W2IM	616	p G	CD	115	72½	31½	41 7/8x2½	54 7/8x3	½
61	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-3	Ros	L4IH	420	G	TD	94¼	70	34½	41 7/8x2½	48½x3	½
62	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 610	Ros	L4IH	616	p G	CD	96½	64	31½	41 7/8x2½	54 7/8x3	½
63	263	5.0	160	31.5	68–2800	L	G	A	7–2½	10⅛	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	W2IM	360	G	TD	110	88	35	41 7/8x2½	48½x3½	¼
64	263	5.0	160	31.5	68–2800	L	G	A	7–2½	10⅛	PC	Op	Str	M	AL	AL	F.BL	Yo	Spi	Tim 30020H	Ros	L4IH	249	G	TX	92	56	34	37x2¼	54x2½	N
65	282	5.3	176	33.7	73–2800	L	G	A	7–2½	10⅛	PC	No	Str	M	AL	AL	F.BB	Yo	Spi	Tim 31020	Ros	L4IH	316	G	TX	92	56	34	37x2¼	54x2½	N
66	282	5.3	176	33.7	73–2800	L	G	A	7–2½	10⅛	PC	No	Str	M	AL	AL	F.BB	Yo	Spi	Tim 31020	Ros	L4IH	353	G	TX	92	56	34	37x2¼	54x2½	N
67	339	4.7	216	38.4	76–2400	L	G	A	7–2⅝	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	353	G	TX	102	56	34	37x2¼	54x2½	½
68	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	353	G	CD	108	69	34	40x2½	54x3	½
69	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
70	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
71	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
72	501	4.8	330	48.6	110–2200	L	G	A	7–3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34½	40x2½	54x3	½
73	529	4.9	350	51.3	115–2200	L	G	A	7–3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34½	40x2½	54x3	½
74	186	4.6	124	21.	39–2400	L	G	C	3–2	6⅜	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	21	93⅜	53⅛	34¼	40x2½	54x3	½
75	186	4.6	124	21.	39–2400	L	G	C	3–2	6⅜	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	21	93⅜	53⅛	32½	40x2	46x2½	N
76	224	4.7	138	25.3	54–2700	L	G	A	4–2⅝	8⅛	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 105	Ros	B4IM	287	P	21	93⅜	53⅛	32½	40x2	46x2½	N
77	224	4.7	138	25.3	54–2700	L	G	A	4–2⅝	8⅛	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 200	Ros	B4IM	302	P	21	93⅜	53⅛	32 ☆	40x2	46x2½	½
78	224	4.7	138	25.3	54–2700	L	G	A	4–2⅝	8⅛	PC	No	Zen	V	DR	DR	P.Ow	Mo	MM	Own 200	Ros	B4IM	295	Pa	21	98⅛	55⅝	32	40x2¼	46x2½	½
79	279	4.6	176	31.5	67–2600	H	G	C	7–2½	13⅛	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	378	Pa	21	104	61½	34	42x3	54x3	½
80	279	4.6	176	31.5	67–2600	H	G	C	7–2½	13⅛	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	21	115	72½	34	42x3	56x3	½
81	279	4.6	176	31.5	67–2600	H	G	C	7–2½	13⅛	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	21	115	72½	34	42x3	56x3	½
82	312	4.0	200	28.9	59–1800	H	C	A	3–2¾	8⅜	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Ow	Own 400	Own	BO4IM	710	Pa	21	106½	73¼	34	41½x3	56x3½	½
83	390	3.8	240	36.1	69–1800	H	C	A	3–3	8⅜	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Ow	Own 500	Own	BO4IM	794	Pa	21	120	81⅞	34	44x3	58x4	½
84	525	4.5	312	48.6	98–1800	H	G	C	7–3¼	17⅜	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IMV	729	Pa	TD	106	72	34	48x3	56x3	N
85	648	4.4	415	60.0	115–1800	H	G	C	7–3¼	17⅜	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IMV	729	Pa	TD	106	72	34	48x3	56x3	N
86	214	4.9	137	27.3	61–3000	L	C	A	7–2⅜	9¼	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Cla F208	Ros	L4IH	222	p	TX	88	60	34½	40x2¼	52x3	...
87	298	4.7	200	33.7	80–2800	L	G	A	7–3	9⅞	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	FD	96	60	34½	39x2½	52x3	½
88	339	4.4	212	38.4	76–2400	L	C	C	7–2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	34½	40x2½	52x3	½
89	393	4.9	260	42.1	103–2600	L	G	C	7–3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2½	52x3	½
90	393	4.9	260	42.1	103–2600	L	G	C	7–3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
91	377	4.9	258	38.4	92–2300	H	C	A	7–2⅞	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
92	453	4.8	300	48.6	98–2200	L	G	A	7–3	14	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¾	42x2½	56x3½	½
93	501	4.9	330	48.6	110–2200	L	G	A	7–3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws21mV	407	a	FD	132	84	33¾	42x3	56x4	½
94	468	4.4	322	43.3	125–2400	H	C	A	4–2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws21mV	407	a	FD	132	84	33¾	42x3	56x4	½
95	572	4.3	358	48.6	114–1900	L	G	C	4–3	10⅞	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws21mV	407	a	FD	132	84	33¾	42x3	56x4	½
96	707	4.4	500	60.0	170–2000	H	C	A	7–3¼	17⅛	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws21mV	407	a	FD	132	84	33¾	42x3	56x4	½
97	214	4.9	137	27.3	61–3000	L	C	C	7–2⅛	8⅞	FP	No	Str	V	DR	DR	D.BL	Mo	Spi	Tim 30000H	Ros	L4IH	308	G	TX	101	64	34	38x2¼	52x2½	N
98	248	4.4	160	27.4	70–3200	L	C	C	7–2⅜	10⅛	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	452	G	TX	126	76	34	38x2½	52x2½	½
99	311	4.2	196	33.8	73–2400	H	C	C	7–2¾	13	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	F	166	76	34	38x2½	52x2½	½
100	339	4.2	212	38.4	80–2400	H	C	C	7–2¾	13⅛	FP	No	Str	V	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IH	648	G	TD	172	104	34	38x2½	52x3	½
101	381	4.2	237	40.8	89–2400	H	C	C	7–2¾	13⅛	CC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	38x2½	52x3	½
102	427	4.2	270	45.9	102–2400	H	C	C	7–2¾	13⅛	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 26450	Ros	Ws41A	848	G	FD	180	130	38	44x2½	52x3	½
103	201	5.5	142	21.5	60–2500	L	G	C	4–2⅜	7	PC	No	Zen	V	AL	AL	P.BB	Pe	Spi	Tim 11710H	Ha	L4IH	268	p	TX	96	54	31⅞	38x2	52½x2½	½
104	224	4.7	145	25.3	61–2750	L	G	C	4–2⅝	8⅛	PC	No	Zen	V	AL	AL	P.BB	Pe	Spi	Tim 11710H	Ha	L4IH	287	p	TX	109	60⅞	32	38x2	57½x2½	½
105	224	4.7	145	25.3	61–2800	L	G	C	4–2⅝	8⅛	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ha	L4IH	287	Da	TX	110¾	67½	31⅞	38x2	52½x2½	½
106	224	4.7	145	25.3	61–2750	L	G	C	4–2⅝	8⅛	PC	No	Zen	V	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ha	L4IH	271	Da	TX	109	60⅞	32	38x2	52½x2½	½
107	242	5.0	160	27.3	65–2800	L	G	C	4–2⅝	8⅛	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ha	L4IH	271	Da	TX	143¾	79½	32	38x2	52½x2½	½
108	260	5.3	166	29.4	69–2600	L	G	C	7–3	9⅞	PC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IHV	327	Da	TX	120	78⅝	32	38x2	57½x2½	½
109	299	4.9	195	33.5	82–2600	L	G	C	4–2¾	10	PC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33020H	Ros	L4IHV	367	Da	FD	140¼	93	32	39x2½	60x3	½
110	354	4.3	228	36.2	86–2300	L	G

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	TIRE SIZE Chassis Wt. (Stripped)	Front	Rear	MAJOR UNITS — ENGINE Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	Lange M	3	5200	140	222	21000	7450	P38x7	DP38x7	Her YXC	6-4¾x4¾	BL 60	A 7	No	Wis 1402	2F	R	10.1	95.7	7x2½x¼	P
2	(concluded) F16	4	5500	148	188	23000	8600	P40x8	DP40x8	Her YXC	6-4¾x4¾	BL 60	A 7	No	Wis 1552B	2F	R	10.0	95.5	8x3x⅜	P
3	T	5	5775	148	188	26000	9200	P40x8	DP40x8	Her YXC2	6-4½x4¾	BL 60	A 7	No	Wis 1700	2F	R	10.0	96.0	8x3x⅜	P
4	VA	5	6200	194	242	26000	9950	P9.75/24	DP9.75/24	Her RXC	6-4⅝x5½	BL 714	U 4	A 2	Wis 1737KW	2F	R	8.05	Opt	7x2½x¼	P
5	Larrabee 25	1½–2	1945	152	160	9409	4234	B7.00/20	B7.00/20	Con 16C	6-3⅝x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.83	37.4	6x3x¼	C
6	35	2	2575	152	179	11476	5090	B7.00/20	DB7.00/20	Con 16C	6-3⅝x4⅝	BL 314	U 4	No	Tim 54200H	BF	H	6.80	43.6	6x3x¼	C
7	45	2½	3115	154	185	14612	6437	B7.50/20	DB7.50/20	Con 16R	6-4x4½	BL 35	U 4	No	Tim 56200H	BF	H	6.80	37.4	7x3¼x¼	C
8	55	3	3740	155	191	16246	6821	B8.25/20	DB8.25/20	Con 18R	6-4x4½	BL 35	U 4	No	Tim 65200H	WF	H	7.50	40.0	7x3¼x¼	C
9	65	3½	4280	166	204	18491	7291	B8.25/20	DB8.25/20	Con 18R	6-4x4½	BL 51	U 4	No	Tim 65200D	WF	H	7.50	40.0	8x3½x¼	C
10	75	4	5200	167	205	20899	7949	B9.75/20	DB9.75/20	Con 20R	6-4½x4¾	BL 55	A 7	No	Tim65720DH	WF	H	8.50	80.8	8x3½x¼	P
11	85	4–5	5500	168	206	23749	8899	B9.75/20	DB9.75/20	Con 21R	6-4⅝x4¾	BL 55	A 7	No	Tim66702DH	WF	H	9.0	85.8	8x3½x¼	P
12	Le Moon 150	1½	1150	140	152	8000	3300	B6.50/20	B6.50/20	Con 16C	6-3⅝x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x⅜	C
13	200	1½–2	1350	160	178	11200	3600	B7.00/20	DB7.00/20	Con 16C	6-3⅝x4⅝	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x⅜	C
14	300	2–3	1575	163	190	12600	4200	B7.50/20	DB7.50/20	Con 16C	6-3⅝x4⅝	BL 214	U 4	No	Tim 54200H	BF	H	6.80	42.1	6½x3¾x¼	C
15	400	3–4	2175	163	190	15300	5000	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	BF	H	6.16	40.6	6½x3¾x¼	C
16	500	4–5	2775	160	190	19500	6000	B9.00/20	DB9.00/20	Wau 6MK	6-4¼x4¾	BL 514	U 4	No	Tim 58200H	BF	H	6.14	40.6	7x4x¼	C
17	501	4–5	3150	160	190	19500	6500	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅝x5½	Fu VUOG	U 5	No	Tim 58200H	BF	R	6.14	40.6	7x4x¼	C
18	(9) 600	4–5	3450	160	190	21600	7200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅝x5½	Fu VUOG	U 5	No	Tim 65720H	WF	R	6.00	43.2	7x4x¼	C
19	Maccar 36A	1½–2½	2050	155	183	12000	4850	P7.00/20	DP7.00/20	Bud H298	6-3¾x4½	BL 314	U 4	No	Tim 54200H	BF	R	4.86	32	6½x3¼x¼	C
20	40A	2½–4	2400	155	183	15000	5350	P7.50/20	DP7.50/20	Bud H298	6-3¾x4½	BL 314	U 4	No	Tim 56200H	BF	R	6.16	38.7	7x3x¼	C
21	56	3–5	3350	153	194	18000	6200	P8.25/20	DP8.25/20	Bud DW6	6-3¾x5	BL 51	U 4	No	Wis 6787L	2F	R	7.00	37.4	8x3x¼	C
22	60	3–5	3950	153	207	18000	6600	P9.00/20	DP9.00/20	Bud BA6	6-4½x5½	BL 514	U 4	No	Tim 75200H	2F	R	6.4	34.4	8x3x¼	T
23	60A	4–6	4750	153	207	22000	7300	B9.75/20	DB9.75/20	Bud BA6	6-4¼x5½	BL 554	U 4	No	Tim 65720H	WF	R	6.8	43.	8x3x¼	T
24	66A	4–6	5500	184	235	22000	8200	P9.75/20	DP9.75/20	Her YXCP3	6-4⅝x4¾	BL 615	A 5	No	Tim 65720W	WF	R	6.8	44.5	12x3x¼	T
25	86A	5–8	5950	184	235	30000	9500	P10.50/20	DP10.50/20	Her YXCP3	6-4⅝x4¾	BL 70	A 5	No	Tim 66720W	WF	R	7.6	49.8	12x3x¼	T
26	Mack BL	1–2	2500	138	148	9500	4050	B6.00/20	DB6.00/20	Own BL	6-3¼x5	Own BG	U 4	No	Tim52000B2	SF	H	5.66	27.9	7x3x⅜	T
27	BG	1½–3	3000	138	192	12000	4800	P32x6	DP32x6	Own BG	6-3⅝x5	Own BG	U 4	No	Own BG	SF	H	5.44	26.8	7x3x⅜	T
28	BF	2½–4	4200	156	198	16000	6600	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	Own BG	U 4	No	Own AB	2F	H	7.01	33.9	7⅞x3⅜x⅜	T
29	AB	3–5	4000	147	219	17500	6450	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	CD	R	7.73	37.4	8x2¼x¼	T
30	AB	3–5	4200	147	219	17500	6700	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x¼	T
31	AB	3–5	4150	147	219	17500	6450	P34x7	DP34x7	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
32	AB	3–5	4500	147	219	17500	6700	P34x7	DP34x7	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x¼	T
33	BM	3–5	4700	157	217	21500	7500	B9.00/20	DB9.00/20	Own BC	6-4x5½	Own BC	U 4	No	Own AB	2F	H	7.01	40.9	7⅞x3⅜x⅜	T
34	BC	4–6	5250	154	226	23500	7850	P36x8	DP36x8	Own BC	6-4x5½	Own BC	U 4	No	Own BC	2F	H	7.58	44.2	8½x3¾x⅜	T
35	BC	4–6	5500	154	226	23500	8000	P36x8	DP36x8	Own BC	6-4x5½	Own BC	U 4	No	Own BC	CD	R	7.88	46.0	8½x3¾x⅜	T
36	BX	4–6	5750	160	214	24800	7900	B9.75/22	DB9.75/22	Own BX	6-4¼x5½	Own BX	U 4	No	Own BX	CD	R	7.88	55.2	9½x3¾x¼	T
37	BX	4–6	5600	160	214	24700	8050	B9.75/22	DB9.75/22	Own BX	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.01	49.4	9½x3¾x¼	T
38	BJ	5–8	6450	168	245	31500	9800	B10.50/22	DB10.50/22	Own BK	6-4½x5½	Own AL	A 4	No	Own AK	2F	H	6.92	36.4	11½x3¼x¼	T
39	BQ	5–8	6800	191	245	32600	10000	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	6.52	41.9	10½x3¾x¼	T
40	AK	5–8	5150	162	228	28500	9500	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.83	50.5	8½x2¾x¼	C
41	AK	5–8	5250	162	228	28500	9400	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AK	A 4	No	Own AK	2F	H	6.92	55.3	8½x2¾x¼	C
42	AK	5–8	6450	174	240	32500	10400	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AK	2F	H	6.92	44.3	8¾x3¾x⅜	C
43	AC Light	5–8	4950	168	240	28000	9200	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.46	54.4	8x3x⅜	C
44	AC Medium	6–9	5500	168	240	32000	9800	S36x6	DS40x6	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.75	49.8	8x3x⅜	C
45	AC Heavy	7–10	6000	168	240	37000	10150	S36x7	DS40x7	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.95	57.4	8x3x⅜	C
46	AC	6–9	6450	174	240	28500	11400	B10.50/24	DB10.50/24	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AC	CD	R	8.4	53.9	8¾x3x⅜	C
47	AP	7½–10	8500	191	191	36500	11700	S36x7	DS40x8	Own AP	6-5x6	Own AP	J 4	No	Own AP	CD	R	8.31	53.3	8x3x⅜	C
48	Mar.-Herr. TL-27	2–2½	3785	120	135	12000	5500	B7 .50/20	DB7.50/20	Her JXC	6-3¾x4½	BL328	U4	No	Own Tim	SF	H	Opt.	Opt	6x2½x¼	C
49	TL-28	2½–3	4285	158	188	15250	7250	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 328	U4	No	Own Wis	2F	H	Opt	Opt	6x2¾x¼	C
50	TL-29	3–3½	4950	158	188	17200	7700	B8.25/22	DB8 .25/22	Her WXC	6-4x4½	Fu MGU	U4	A 2	Own Wis	2F	H	Opt	Opt	6x2¾x¼	C
51	TL-30	3½–4	5485	158	188	19370	8370	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu MGU	U4	A 2	Own Wis	2F	H	Opt	Opt	6x2¾x¼	C
52	TH-300	3½–4	6285	163	193	20300	9300	B9.75/20	DB9.75/20	Her YXC	6-4⅛x4⅝	Fu JVUOG	U5	A 2	Own Wis	2F	H	Opt	Opt	8⅛x3⅜x⅜	P
53	TH-310	4–5	6785	163	193	22620	9620	B9.75/20	DB9.75/20	Her YXC3	6-4⅜x4¾	Fu VUOG	U5	A 2	Own Wis	2F	H	Opt	Opt	8⅛x3⅜x⅜	P
54	TH-310A	5–6	7785	163	193	25120	10120	B9.75/22	DB9.75/22	Her RCX	6-4⅛x5⅛	Fu VUOG	U5	A 2	Own Wis	2F	H	Opt	Opt	8⅛x3⅜x⅜	P
55	TH-320	5–7	10500	198	228	31200	14200	B10.50/24	DB10.50/24	Her HXB	6-5x6	BL 724	U4	A 3	Own Wis	2F	H	Opt	Opt	10½x3⅜x⅜	P
56	TH-330	7½	12500	198	228	33920	14920	B11.25/24	DB11.25/24	Her HXB	6-5½x6	BL 734	U4	A 3	Own Wis	2F	H	Opt	Opt	10½x3⅜x⅜	P
57	Moreland RR-9	1½	1750	159	Op	9500	4195	B5.50/20	DB6.50/20	Con 16C	6-3⅝x4⅝	BL 224	U 4	No	Tim 53200H	SF	R	5.66	35.0	7⅛x2⅝x¼	T
58	RR-12	2	1950	159	Op	12000	4585	B6.50/20	DB7.50/20	Con 16C	6-3⅝x4⅝	BL 224	U 4	No	Tim 54200H	SF	R	5.83	36.1	7⅛x2⅝x¼	T
59	B13, 15	2½–3½	2850	184	Op	15000	5815	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 234	U 4	No	Tim 56200H	SF	R	6.17	40.7	9⅛x3½x⅛	T
60	B16, 18	4–4½	3025	184	Op	18000	6195	B9.00/20	DB9.00/20	Her WXC	6-4x4½	BL 325	U 4	No	Tim 58200H	SF	R	6.13	40.5	9⅛x3½x⅛	T
61	E16, 18	4–4½	3300	184	Op	18000	6460	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 325	U 4	No	Tim 58200H	SF	R	6.13	32.9	9⅛x3½x⅛	T
62	E19, 21	5–5½	3800	184	Op	21000	7155	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 525	U 4	No	Tim 65720H	FW	R	7.25	38.	9⅛x3½x⅛	T
63	H-24	5½–6½	5300	196	Op	24000	8700	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL 5212	A 7	No	Tim66720TW	FW	R	8.20	59.7	9½x2¼x⅛	T
64	Netco A	1½–2	2800	146	168	8400	4000	B6.00/20	DB6.00/20	Wau 6ZK	6-3⅝x4⅛	BL 214	U 4	No	Tim 52000H	SF	H	4.85	Opt	6x2½x¼	C
65	B	2½	3000	155	183	12600	5000	B7.50/20	DB7.50/20	Wau 6TL	6-3⅝x4¾	BL 314	U 4	No	Tim 54000H	BF	H	5.83	Opt	6x3x¼	C
66	C	3	3500	148	200	15300	6000	B8.25/20	DB8.25/20	Wau 6MK	6-4¼x4¾	BL 314	U 4	No	Tim 58000H	BF	H	6.83	Opt	7x3x¼	C
67	E	3½	4500	140	200	23400	7500	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	BL 55	U 4	No	Tim 65704	WF	R	7.25	Opt	9x3x¼	C
68	J	5	5300	140	200	28200	9500	B10.50/20	DB10.50/20	Wau 6SRK	6-4⅝x5½	BL 615	U 5	No	Tim 68700	WF	R	8.0	9.25	9x3x¼	C
69	K	5½	6500	180	220	37500	11000	B12.00/20	DB12.00/20	Lyc AEC	8-3¾x4¾	BL 615	U 5	No	Wis 1627KH	2F	R	Opt	Opt	9x3x¼	C
70	Omort 200	2	2100	124	148	11500	4800	P32x6	DP32x6	Her OX	4-4x5	Fu MGU14	U 4	No	Wis 4610	2F	R	6.00	39.0	6x3x¼	C
71	250	2½	2350	124	148	13000	5800	P32x6	DP32x6	Her OX	4-4x5	Fu MGU14	U 4	No	Wis 6617	2F	R	5.33	34.6	6x3½x⅜	I
72	25	2½	2650	130	130	16000	6100	P32x6	DP32x6	Her WXB	6-3¾x4½	Fu MGU	U 4	No	Wis 6787L	2F	R	6.41	41.6	6x3½x⅜	I
73	300	3	2650	130	Op	16000	6300	P34x7	DP34x7	Her OXC	4-4¼x5	Fu GOG	A 4	U 2	Wis 8817	2F	R	5.37	69.4	6x3½x⅜	I
74	3005	3	2850	130	Op	16500	6500	P34x7	DP34x7	Her WXB	6-3¾x4½	Fu GOG	A 4	U 2	Wis 8817	2F	R	5.37	69.4	6x3½x⅜	I
75	30	3	3250	134	148	18000	6600	P34x7	DP34x7	Her WXB	6-3¾x4½	Fu MGOG	A 4	U 2	Wis 8817L	2F	R	7.93	65.0	6x3½x⅜	I
76	35	3½	3850	150	150	21000	7600	P36x8	DP36x8	Her WXC	6-4x4½	Fu MGOG	A 4	U 2	Wis 1567H	2F	R	9.11	74.7	6x3½x½	I
77	Oshkosh LB	2–2½	3750	146	165	13900	6700	B9.00/20	B9.00/20	Her JXC	6-3¾x4¼	BL 51-4	U 4	No	Own LB	2F	H	7.3	39.0	7x3x¼	T
78	LC	2½–3	4000	146	165	15150	6950	B9.00/20	B9.00/20	Her WXC	6-4x4½	BL 55-4	U 4	No	Own LC	2F	H	7.3	53.1	7x3x¼	T
79	H2A	3½	4675	146	165	16550	7350	B9.75/22	B9.75/22	Her WXC3	6-4¼x4½	BL 55-7	A 7	No	Own H2A	2F	H	8.94	84.9	7x3½x⅛	T
80	H2B	3½–4	4890	146	165	18500	8400	B10.50/22	B10.50/22	Her YXC	6-4⅜x4¾	BL 615	U 5	No	Own H2B	2F	H	8.94	73.4	7x3x¼	L
81	H2C	4	5165	146	165	19700	8700	B11.25/20	B11.25/20	Her RXB	6-4½x5¼	BL 615	U 5	No	Own H2C	2F	H	9.6	78.9	7x3x¼	L
82	Y2D	4–5	5490	146	165	21000	9200	B11.25/20	B11.25/20	Her RXB	6-4½x5¼	BL 70-7	A 7	No	Own Y2D	2F	H	9.6	91.2	7x3x½	L
83	FHX	5	6145	146	165	21850	9850	B12 75/20	B12.75/20	Her RXC	6-4⅝x5¼	BL 70-7	A 7	No	Own FHX	2F	H	9.6	90.2	8x3x½	L
84	F2A	5–7	6775	146	165	26650	10650	B12.75/20	B12.75/20	Her RXC	6-4⅝x5¼	BL 70-7	A 7	No	Own F2A	2F	H	9.1	85.5	8x3x½	L
85	Pierce-Arrow 1583 85	2–3	2500	160	200	15000	5750	B8.25/20	DB8.25/20	Own E	8-3½x5	Co RU48L	U 4	No	Tim 56200	SF	R	5.28	33.5	7¾x3½x⅛	C
86	12T361	2½	2200	150	200	12000	5625	B7.50/20	DB7.50/20	Her WXC2	6-4½x4½	Cl B102	U 4	Op	Tim 56200	SF	R	5.28	34.3	7¾x3½x⅛	C
87	15T298	2–3	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Cl B102	U 4	Op	Tim 56200	SF	R	6.16	64.0	7¾x3½x⅛	C
88	17T361	2½–3½	2300	180	200	17000	5800	B8.25/20	DB8.25/20	Her WXC2	6-4½x4½	Co RU48L	U 4	Op	Tim 58200	SF	R	5.57	34.4	7¾x3½x⅛	C
89	18W361	3–4	3000	150	200	18000	6660	B9.00/20	DB9.00/20	Her WXC2 Spe	6-4½x4½	Co RU48L	U 4	Op	Tim 65720	WF	R	6.8	41.9	8¼x3½x⅛	C
90	19R428	3–4	3600	150	200	19000	7850	B9.00/20	DB9.00/20	Her YXC	6-4¾x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	5.4	28.6	8¼x3½x⅛	C
91	20R479	3½	3600	150	200	20000	7900	B9.00/20	DB9.00/20	Her YXT3	6-4¾x4¾	Co TNU	U 4	Op	Tim 65720	SF	R	5.04	28.5	8¼x3½x⅛	C
92	22R501	3½–4	3750	150	200	22000	7970	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	Co TNU	U 4	Op	Tim 65720	WF	R	6.8	36.0	8¼x3½x⅛	C
93	24X501	4–5	4200	150	200	24000	9250	B10.50/20	DB10.50/20	Her RXB	6-4½x5¼	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	40.2	9½x3½x⅛	C
94	24M613	4–5	5000	150	200	24000	10200	B10.50/20	DB10.50/20	Her GXA	6-4¾x5¾	Own618290	A 4	Op	Tim 66720	WF	R	7.6	39.9	9½x3½x⅛	C
95	28X501	5½	4600	160	200	28000	10675	B10.50/24	DB10.50/24	Her RXB	6-4½x5¼	Co TNU	U 4	Op	Own 616743	WF	A	10	53	9½x3½x⅛	C
96	28M611	5½	5400	160	200	28000	11600	B10.50/24	DB10.50/24	Her GXA	6-4¾x5¾	Own618290	A 4	Op	Own 616743	WF	A	10	52.5	9½x3½x⅛	C
97	28Y479	5½	4400	160	200	28000	10675	B10.50/24	DB10.50/24	Her YXC3	6-4⅝x4¾	Co TNU	U 4	Op	Own 616743	WF	A	10	53	9¼x3½x⅛	C
98	34K611	5½	5300	170	200	34000	11675	B10.50/24	DS40x8	Her GXA	6-4¾x5¾	Own618290	A 4	Op	Own 616743	WF	A	8	42	10x3x⅜	C
99	(T) 75M779T		6400	190	190	75000	12750	B10.50/24	DB10.50/24	Her HXA	6-5¼x6	Own618290	A 4	A	Own 616743	WF	A	9.9	51.9	9½x2½x⅛	C
100	Relay 15A	1	1400	131	162	8000	3800	P30x5	P30x5	Con 17E	6-3⅝x4	WG T9	U 4	No	Own 20B	2R	H	6.00	38.4	6x2½x⅛	C
101	S11	2	2030	142	162	11000	4700	P32x6	DP32x6	Bud HS6	6-3⅝x4½	BL 20	U 4	No	Own 20B	2R	R	5.14	25.5	6x2½x⅛	P
102	40CC	2½	3275	168	192	14000	5950	P36x6	DP36x6	Bud DW6	6-3¾x5	Fu MGU14	U 4	No	Own 30	2R	R	6.45	41.8	6x3x¼	P
103	50DC	3	4130	161	169	20000	7200	P36x6	DP40x8	Bud DW6	6-3¾x5	BL 51-5	U 5	No	Own 60	2R	R	7.88	58.5	7x3½x¼	P
104	60DC	3½	4745	175	192	25000	7800	P38x7	DP40x8	Bud BA6	6-4¼x5½	Fu VU-16	U 5	No	Own 60	2R	R	7.88	58.5	7x3½x¼	P
105	100AC	5	6615	230	180	26000	10000	B9.00/24	DB9.00/24	Con 21R	6-4⅝x4¾	Fu VU-16	U 5	No	Own 65	2R	R	7.88	58.5	8½x3½x⅜	P
106	230	5	6750	196	210	30000	11600	B10.50/24	DB10.50/24	Her GXA	6-4¾x5¾	BL 7312	U 4	3	Own 232	2R	R	8.7	89	11½x3¾x¼	T
107	100B	7½	6900	220	180	32000	11200	B9.75/24	DB9.75/24	Bud GF6	6-4¾x6	BL 1714	U 4	No	Own 85AH	2R	R	7.04	49.7	8¼x3½x⅜	T
108	240	7½	7900	174	240	40000	12900	B12.00/24	DB12.00/24	Her HXC	6-5¼x6	BL 7312	U 4	3	Own 245	2R	R	9.14	93	12x3¼x¼	T
109	Reo 1A, (1C†)	1½	625	136	160	8000	2930	B6.00/20	P32x6	Own	4-3⅛x4½	Own	U 4	No	Own	SF	H	5.6	36.9	7x2¾x⅜	C
110	1B, (1D†)	1½	795	140	164	8500	3100	B6.00/20	DP32x6	Own	6-3½x5	Own	U 4	No	Own	SF	H	5.28	34.8	7x2¾x⅜	C
111	2B-2D	2	1095	166	166	11000	.....	B6.50/20	DB6.50/20	Own	6-3⅝x5	Own	U 4	No	Own	SF	H	5.28	34.9	7x3x¼	C
112	GD	3	2085	144	179	17000	4650	P32x6	DP32x6	Own	6-3⅝x5	Own	U 4	2	Own	SF	H	6.14	77.8	7¾x3¼x¼	C
113	GC8	3	2375	210	210	17000	5320	P32x6	DP32x6	Own	6-3⅝x5	Own	U 4	Op	Own	SF	H	6.14	40.5	8x3¼x⅜	C
114	4H, 4J, 4K	4	3070	170	190	20000	6280	B9.00/20	DB9.00/20	Own	8-3⅝x5	Own	U 4	Op	Own	SF	H	6.14	40.5	10x3x¼	C
115	Schacht 10HA	2–3	1570	156	195	11500	4072	B7.00/20	B7.00/20	Con 16C	6-3⅝x4⅛	Fu Wo	U 4	No	Tim 53200H	BF	H	5.83	31.2	6x3x¼	C
116	20HA	2½–4	2185	160	207	15300	4783	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Fu MLU	U 4	No	Tim 54200H	BF	H	6.06	38.5	6x3x¼	P
117	25HA	3–4½	2595	146	213	19500	5750	B9.00/20	DB8.25/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim 56200H	BF	R	6.06	39.2	7x3x¼	P
118	28HA	4–5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Tim 58200H	BF	R	6.83	43.8	7x3x¼	P
119	30HA	4½–6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu MGU	U 4	No	Wis 8837AL	2F	R	7.14	46.4	7x3x¼	P
120	35HA	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu MGU	U 4	No	Own 5787	2F	R	8.00	52.0	8½x3x⅜	P
121	40H	5–7	4295	154	235	25500	7600	B9.75/20	DB9.75/20	Her YXC	6-4¾x4¾	Fu VUOG	U 5	No	Own 5787	2F	R	7.07	49.7	8½x3x⅜	P
122	(cont'd) 40HB	7–9	4695	154	235	29500	7750	B10.50/20	DB10.50/20	Her YXC	6-4½x4¾	Fu VUOG	U 5	No	Wis 1567AL	2F	R	7.07	49.7	8½x3x⅜	P

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	428	4.4	280	45.9	94-2200	L	G	C	7-3	15	PC	Pe	Str	M	AL	AL	D.BL	Mo	Spi	Tim 16310	Ros	W2IM	802	G	TD	95	73	33	42x2½	56x3	½
2	428	4.4	280	45.9	94-2200	L	G	C	7-3	15	PC	Pe	Str	M	AL	AL	D.BL	Mo	Spi	Tim 16300	Ros	W2IM	802	G	TD	154½	99½	37	44x3	56x4	½
3	453	4.8	300	48.6	99-2200	L	G	C	7-3	15	PC	Pe	Str	M	AL	AL	D.BL	Mo	Spi	Tim 16300	Ros	W2IM	802	G	TD	154½	99½	37	44x3	56x4	½
4	529	4.5	350	51.3	112-2200	L	G	A	7-3	12½	FP	Ha	Str	M	LN	LN	P.BL	Mo	Spi	Tim 26450W	Ros	W84IA	576	G	TD	Opt	Opt	33	44x3	56x3	½
5	248	5.0	160	27.3	65-2700	L	C	C	7-2¾	10⅛	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 30000H	Ros	L4IH	380	G	TD	Opt	63¼	34	38x2¼	54x2½	...
6	248	4.1	96	27.3	65-2700	L	C	C	7-2¾	10⅛	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 30000H	Ros	L4IH	380	G	TD	Opt	63¼	34	38x2¼	54x2½	½
7	311	4.1	196	38.4	70-2400	H	C	C	7-2½	13⅛	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 31000H	Ros	L4IH	452	G	TD	Opt	62¾	34	38x2¼	54x2½	½
8	339	4.2	212	38.4	82-2400	H	C	C	7-2¾	13⅛	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	G	TD	Opt	63¼	34	38x2¼	54x3	½
9	339	4.2	212	38.4	82-2400	H	C	C	7-2¾	13⅛	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578	G	TD	Opt	74⅜	34	40x2½	54x3	½
10	380	4.2	231	40.8	89-2400	H	C	C	7-2¾	13⅛	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IH	768	G	TD	Opt	73⅜	34	40x2½	56x3	½
11	424	4.2	238	45.9	97-2400	H	C	C	7-2¾	13⅛	FP	No	Zen	G	DR	DR	D.BL	Pe	Spi	Tim 16702H	Ros	L4IH	768	G	TD	Opt	76⅛	34	40x2½	56x3½	...
12	248	4.4	150	27.3	65-2800	L	G	C	7-2⅜	10⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	C	TX	96	58	34	37½x2¼	49½x2½	N
13	248	4.4	150	27.3	65-2800	L	C	C	7-2⅜	10⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	C	TX	128	81	34	37½x2¼	50x2½	N
14	248	4.4	150	27.3	65-2800	L	C	C	7-2⅜	10⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IH	345	C	TX	128	81	34	37½x2¼	50½x2½	½
15	315	4.6	200	33.7	72-2500	L	G	C	7-2⅝	12⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 35000H	Ros	L4IHV	385	C	CD	128	81	34	39x2½	53x3	½
16	381	4.4	242	40.8	85-2500	L	G	C	7-2⅝	12⅛	PC	No	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	385	C	CD	128	81	34	39x2½	53x3	½
17	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅛	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	485	C	RI	128	81	34	39x2½	53x3	½
18	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅛	PC	Wa	Str	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	293	a	TD	114	72½	32	42x2½	54x2½	½
19	298	4.7	188	33.7	83-2800	L	G	C	7-3	9⅞	FP	Ha	Str	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	343	a	TD	114	72½	32	42x2½	54x2½	½
20	298	4.7	188	33.7	83-2800	L	G	C	7-3	9⅞	FP	Ha	Str	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	412	a	FD	107½	70	32	42x2½	54x3	½
21	331	4.5	200	33.7	73-2100	L	G	C	4-2½	9	FP	Bu	Str	V	DR	DR	D.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	412	a	TD	104½	68	32	42x2½	54x3	½
22	411	4.5	272	40.8	103-2100	L	G	C	4-2½	9⅞	FP	Ha	Str	M	DR	DR	D.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	412	a	TD	104½	68	32	42x2½	54x3	½
23	411	4.5	272	40.8	103-2100	L	G	C	4-2½	9⅞	FP	Ha	Str	M	DR	DR	D.BL	Pe	Spi	Tim 35020H	Ros	L4IHV	527	a	TD	104½	68	32	42x2½	54x3	½
24	479	4.5	318	51.2	10 -2000	L	G	C	7-3	14	PC	Ha	Zen	M	DR	DR	D.BL	Pe	Spi	Tim26450TW	Ros	W84IA	623	a	TD	144	95	33	42x3	58x3	½
25	479	4.5	318	51.2	102-2000	L	G	C	7-3	14	PC	Ha	Zen	M	DR	DR	D.BL	Pe	Spi	Tim26450TW	Ros	W84IA	623	a	TD	144	95	33	42x3	58x3	½
26	248	5.1	145	25.4	61-2600	L	G	C	7-2⅝	11⅛	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own BL	Ge	L4IH	302	P	FX	109	64⅛	33⅛	40½x2½	52¾x2½	N
27	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11⅛	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	96	54½	33⅛	42x2½	54x3	...
28	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11⅛	FP	Ha	Str	M	NE	NE	P.Ow	Ow	Spi	Own BG	Ros	O4IMV	427	a	FD	132	84½	33⅛	44x2½	54x3	...
29	283	4.4	176	28.9	63-2100	L	G	C	3-3	8⅜	PS	Ow	Str	G	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
30	283	4.4	176	28.9	63-2100	L	G	C	3-3	8⅜	PS	Ow	Str	G	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
31	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11⅛	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
32	309	4.7	183	31.5	75-2500	L	G	C	7-2⅝	11⅛	FP	Ha	Str	M	NE	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
33	414	4.5	261	38.4	94-2400	L	G	C	7-3	13⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BM	Ros	O4IMV	427	a	FX	156	108½	33½	44x2½	54x3½	N
34	414	4.5	261	38.4	94-2400	L	G	C	7-3	13⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	610	a	FX	120	73	33¼	43¾x3	56½x3½	N
35	414	4.5	261	38.4	94-2400	L	G	C	7-3	13⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	590	a	JX	120	73	33½	43¾x3	54x3	N
36	468	4.7	292	43.4	104-2300	L	G	C	7-3	13⅛	FP	Ha	Str	M	NE	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	144	91	33⅛	53¼x3	56½x5½	N
37	468	4.7	292	43.4	104-2300	L	G	C	7-3	13⅛	FP	Ha	Str	M	NE	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	618	a	FD	120	79	33¼	50x3½	59⅛x4	¼
38	525	4.8	350	48.6	125-2300	L	G	C	4-3½	11⅛	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Cle	Own BQ	Ros	O4IMV	618	a	FX	150	102	33¼	50x3½	58⅛x3½	½
39	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11⅛	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Cle	Own AK	Own	O4IMV	492	a	JX	132	93⅛	37½	48x3½	52x4	½
40	471	3.9	320	40.0	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AK	Own	O4IMV	492	a	FX	132	93⅛	37½	48x3½	56x4	½
41	471	3.9	320	40.0	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	561	a	FD	132	93	37⅜	47⅛x3½	58½x4	¼
42	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11⅛	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Spi	Own AK	Own	OJXM	194	C	2I	156	104	37½	46x3½	52x4	½
43	471	3.9	320	40.0	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	C	2I	156	104	37½	46x3½	52x4	½
44	471	3.9	320	40.0	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	C	2I	156	104	37½	46x3½	52x4	½
45	471	3.9	320	40.0	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	NS	P.Ow	Ow	Spi	Own AC	Own	OJXM	194	C	2I	156	104	37½	46x3½	52x4	½
46	611	5.0	398	54.2	128-2200	L	G	C	4-3½	11⅛	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	C	JX	156	105	37½	48x3½	52x4	½
47	706	4.8	427	60.0	138-1900	L	G	S	4-3½	11⅛	PS	Ow	Str	G	RB	LN	P.Ow	Ow	Spi	Own AC	Ros	O2IMV	284	C	JX	180	108⅞	37½	46⅛x3½	52x4	½
48	282	5	3	190	33.7	73-2800	L	G	A	7-2½	10⅛	CC	No	Zen	M	DR	DR	P.BL	Yo	Spi	Own 1A	Ros	T2/4IH	238	P	FD	Opt	Opt	34	40x2½	50x2½	O
49	339	4.7	215	38.4	76-2400	L	G	A	7-2⅜	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Yo	Blo	Own 1	Ros	W2/4IH	350	P	FD	Opt	Opt	34	40x2½	50x2½	O
50	339	4.7	215	38.4	76-2400	L	G	A	7-2⅜	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 1	Ros	W2/4IH	350	a	FD	Opt	Opt	34	40x3	50x3	O
51	339	4.7	215	38.4	76-2400	L	G	A	7-2⅜	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 2A	Ros	W2/4IH	812	a	FD	Opt	Opt	34	40x3	50x3	O
52	383	4.7	265	43.3	92-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 2	Ros	W2/4IA	812	a	FD	Opt	Opt	34	44x3	54x3½	O
53	428	4.4	280	45.9	94-2200	L	G	A	7-3	15	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 2	Ros	W2/4IA	918	a	FD	Opt	Opt	34	44x3	54x3½	O
54	479	4.4	320	51.3	103-2200	L	G	A	7-3	15	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own 3	Ros	W2/4IA	918	a	FD	Opt	Opt	34	44x3	54x3½	O
55	529	4.9	350	51.3	115-2200	L	G	A	7-3	15	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own 4	Ros	Ws2/4IA	974	a	2FD	Opt	Opt	34	44x3	54x3½	O
56	707	4.5	455	60	150-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own 3A	Ros	Ws2/4IA	974	a	2FD	Opt	Opt	34	52x4	54x4	O
57	855	4.5	550	72.8	180-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own 4	Ros	Ws2/4IA	974	a	2FD	Opt	Opt	34	52x4	54x4	O
58	248	5.0	144	27.3	70-3200	L	C	C	7-2⅜	10⅛	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 30000H	Ros	L4IH	270	a	TD	132	78	34	40x2½	54x3	½
59	248	5.0	144	27.3	70-3200	L	C	C	7-2⅜	10⅛	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L4IH	315	a	TD	132	78	34	40x2½	54x3	½
60	339	4.7	212	38.4	76-2400	L	G	C	7-2⅜	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	374	a	TD	156	101	34	40x2½	54x3	½
61	339	4.7	212	38.4	76-2400	L	G	C	7-2⅜	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	FD	156	101	34	40x2½	54x3	½
62	383	4.4	262	43.3	92-2400	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	FD	156	99⅛	34	41½x2½	54x3	½
63	383	4.4	262	43.3	92-2400	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L4IH	494	a	FD	156	99⅛	34	40x2½	54x3½	½
64	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	PC	Mo	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	Ws4IA	620	a	FD	168	112¼	34	42x3	56x3½	½
65	222	4.9	142	27.3	68-2600	L	G	A	4-2⅝	7⅝	FP	Ha	Zen	M	AL	AL	P.BL	Mo	Pet	Tim 11703H	Ros	L4IH	229	P	ID	108	72	34	40x2½	50x3	N
66	255	5.1	170	27.3	68-2600	L	G	A	4-2⅝	7⅝	FP	Ha	Zen	M	AL	AL	P.BL	Mo	Pet	Tim 12703H	Ros	L4IH	240	G	ID	120	84	34	40x2½	50x3	½
67	381	4.6	240	45.9	100-2400	L	G	A	7-3	13⅞	FP	Wa	Zen	M	AL	AL	P.BL	Mo	Pet	Tim 14703H	Ros	L4IH	400	G	ID	132	96	34	40x2½	50x3	½
68	381	4.6	240	45.9	100-2400	L	G	A	7-3	13⅞	FP	Wa	Zen	M	AL	AL	D.BL	Mo	Pet	Tim 15733	Ros	L4IH	520	G	ID	132	96	34	40x3	50x3	½
69	517	4.5	335	48.6	110-2400	L	G	A	7-3	13⅞	FP	Wa	Zen	M	AL	AL	D.BL	Mo	Pet	Tim 17300	Ros	L4IH	615	G	ID	132	96	34	40x3	50x4	½
70	420	5.2	310	45	140-2800	L	G	C	5-2⅝	12	FP	Ha	Zen	M	AL	AL	D.BL	Mo	Pet	Tim 26450H	Ros	L4IH	690	G	ID	180	120	33	44x3	56x4	½
71	251	3.8	155	25.6	46-2000	L	G	C	3-2	9¾	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 5510	Ros	W2IM	465	G	2I	84	49	33¾	36x2½	54x3	N
72	251	3.8	155	25.6	46-2000	L	G	C	3-2	9¾	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 5510	Ros	W2IM	465	G	2I	84	49	33¾	40x2½	54x3	½
73	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5429	Ros	L4IH	406	G	TD	84	53½	31	40x2½	54x3	½
74	283	4.2	185	28.9	56-2000	L	G	C	3-2	9¾	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 5510	Ros	W2IM	465	G	2I	85	53	33¾	40x2½	54x3	½
75	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	V	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	W2IM	465	G	2I	85	53	33¾	40x2½	54x3	½
76	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	498	G	TD	108	74	31	40x2½	54x3	½
77	339	4.7	225	38.4	73-2000	L	G	B	7-2⅝	13¼	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LB	Ros	O4XM	142	a	2I	112¼	82⅞	34	44x2½	50x3	N
78	282	...	176	33.7	72-2500	L	G	C	7-2⅝	13¼	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LC	Ros	O4XM	142	a	2I	112¼	82⅞	34	44x2½	50x3	½
79	339	4.7	218	38.4	70-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	RB	RB	D.BL	Mo	Blo	Own H2A	Ros	O4XM	142	a	2I	112¼	82⅞	34	44x2½	50x3	½
80	383	4.7	265	43.3	86-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own H2B	Ros	O4XM	142	a	2I	112¼	82⅞	34	44x2½	50x3	½
81	428	4.4	278	45.9	90-2000	L	G	C	7-3	15	PC	Ha	Zen	M	NE	LN	D.BL	Mo	Blo	Own H2C	Ros	O4XM	142	a	2I	112¼	82⅞	34	44x2½	50x3	½
82	501	4.9	330	48.6	106-2000	L	G	A	7-3	15	PC	Ha	Zen	M	NE	LN	D.BL	Mo	Blo	Own Y2D	Ros	O4XM	170	a	2I	112¼	82⅞	34	44x2½	50x3	½
83	529	4.9	350	51.2	112-2000	L	G	A	7-3	15	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own FHX	Ros	O4XM	170	a	2I	112¼	82⅞	34	44x2½	50x3	½
84	529	4.9	350	51.2	112-2000	L	G	A	7-3	15	PC	Ha	Zen	M	RB	LN	D.BL	Mo	Blo	Own F2A	Ros	B4IMV	666	a	TX	112¼	82⅞	34	44x3	50x4	½
85	385	5.0	274	39.2	125-2800	L	C	A	9-2⅝	14⅛	CC	Ha	Str	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	113¼	59½	34	38x2½	56x3	½
86	361	4.7	229	40.3	77-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113¼	59½	34	38x2½	56x3	½
87	298	4.7	190	33.7	70-2600	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113½	59½	34	38x2½	56x3	½
88	361	4.7	229	40.3	77-2400	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	143½	89½	34	38x2½	56x3	½
89	361	4.7	229	40.3	77-2400	L	G	C	7-2⅝	13¾	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	119½	65	34	41x2½	56x3	½
90	428	4.6	280	46	94-2200	L	G	A	7-3	15	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	63¾	34	41x2½	56x3	½
91	479	4.7	318	51.3	104-2200	L	G	A	7-3	15	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	63¾	34	41x2½	56x3	½
92	501	4.8	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	T4IA	618	D	CD	132¾	78¼	34	41x3	56x3½	½
93	501	4.6	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	TO4IA	720	D	CD	132¾	78¼	34	41x3	56x4	½
94	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	T4IA	618	D	TX	117	62½	34	41x3	56x3½	½
95	501	4.6	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	TO4IA	720	D	CD	132¾	78¼	34	41x3	56x4	½
96	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	TO4IA	720	D	TX	127	72½	34	41x3	56x4	½
97	479	4.6	318	51.3	104-2200	L	G	A	7-3	15	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	TO4IA	720	D	CD	132¾	78¼	34	41x3	56x4	½
98	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	TO4IA	720	D	TX	137¾	82½	34	41x3	56x4	½
99	779	4.5	510	66.1	150-1800	L	G	A	7-3½	16⅝	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	TO4IA	720	D	TX	137	102½	34	41x3	56x4	½
100	214	5.0	132	27.3	52-2200	L	G	A	7-2¼	9⅛	PC	No	Str	V	AL	AL	P.BB	Lo	Blo	Col 5540	Ha	L4IH	297	aP	FX	106¾	63	34	36x2¼	48x2½	N
101	241	4.5	143	27.3	53-2200	L	G	C	4-2⅜	8	PC	No	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 35000H	Ha	L4IH	394	aP	FX	144	90	34	40x2¼	50x3	½
102	331	4.5	202	33.7	64-2100	L	G	C	4-2½	9	PC	No	Zen	V	AL	AL	D.BL	Lo	Blo	Tim 35000H	Ha	L4IH	584	aP	FX	144	82	34	40x2¼	54x3	½
103	331	4.5	202	33.7	64-2100	L	G	C	4-2½	9	PC	No	Zen	V	AL	AL	Fu	Lo	Blo	Tim 35000H	Ha	L4IH	584	aP	FX	156	97½	34	42x2¼	54x3	½
104	411	4.5	270	40.8	83-2100	L	G	C	4-2½	9⅞	PC	Bu	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 1660W	Ha	4IA	447	aP	FX	216	148	34	42x3	60x4	½
105	420	4.2	268	45.9	100-2200	L	C	C	7-2¾	12⅛	PC	No	Str	V	AL	AL	D.Fu	Lo	Blo	Tim 1677-1	Ros	L4IHV	529	DP	FX	168	104½	34	44x3½	56x4	½
106	611	4.5	400	54.	126-2000	L	G	A	7-3½	16⅝	PC	Mo	Zen	M	AL	LN	P.Lo	Mo	Spi	Shu 1677-1	Ros	L4IHV	529	DP	FX	168	104½	34	44x3½	56x4	½
107	638	4.3	415	54.1	118-1850	L	G	C	4-3	10⅞	PC	Ha	Zen	M	AL	LN	P.BL	Mo	Blo	Tim 27450	Ha	L4IH	480	DP	FX	192	134	34	42x3	56x4	½
108	779	4.5	510	66.1	164-2000	L	G	A	7-3½	16⅝	PC	Mo	Zen	M	AL	LN	P.Lo	Mo	Spi	Shu 1679-2	Ros	C4IA	637	DP	FX	126	82½	34	44x3½	56x5	½
109	205	4.9	136	23.3	51-2500	L	G	B	5-3⅛	8⅛	FP	No	Zen	M	DR	DR	P.Lo	Pe	Cle	Own	Ros	L4IH	246	P	TX	102	60	34	40x2	50x2½	O
110	230	5.3	152	23.3	68-2800	L	C	A	7-2⅛	12	CC	No	Zen	M	DR	DR	P.Lo	Ow	Cle	Own	Ros	L4IH	289	C	TX	105¼	60½	34	40x2¼	52x2½	...
111	268	4.8	175	27.3

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	Schacht.....66HA	8-11		5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4⅜x5¼	Fu VUOG	U 5	No	Wis 1567AL	2F	R	7.07	49.8	8½x3x¼	P
2	(conc'd)..(T)TR,HA	10		3645	148	174	35000	6250	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu VUOG	U 5	No	Tim 58200	BF	R	7.8	55.1	7x3x¼	P
3	.....(T) TRDA	10		3895	148	174	39000	6450	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu VUOG	U 5	No	Own 5787	2F	R	7.8	56.8	7x3x¼	P
4	Service—See Garford																					
5	Sterling.....FB30	1½		795	142	162	.....	3350	B6.50/20	DB6 50/20	Con 25A	6-3⅜x4	Wa T9	U4	No	Tim	BF	H	5.66	36.2	6x2⅝x¼	C
6	.....FB40	1½–2		995	142	162	.....	3450	B6.50/20	DB6.50/20	Con 25A	6-3⅜x4	Wa T9	U 4	No	Tim	BF	H	5.66	36.2	6x2⅝x¼	C
7	.....FB45	2		1485	159	182	.....	4230	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	Wa T9	U 4	No	Tim	BF	H	5.66	37.6	6x2⅝x¼	C
8	.....FB50	2–2½		1195	142	162	.....	3650	B7.00/20	DB7.00/20	Con 25A	6-3⅜x4	Wa T9	U 4	No	Tim	BF	H	5.66	36.2	6x2⅝x¼	C
9	.....FB55	2–2½		1850	159	182	.....	4950	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	BL 214	U 4	No	Tim	BF	R	5.83	37.3	6x2⅝x¼	C
10	.....FB65	2½		2450	174	204	.....	5550	B7.50/20	DB7.50/20	Wau 6MS	6-3¾x4¾	Own UC6	U 4	No	Tim	BF	H	6.16	39.1	10x3¼x¼	C
11	.....FB60	2½–3		1695	142	162	.....	4150	B7.00/20	DB7.00/20	Wau TL	6-3⅜x4¾	Wa T9	U 4	No	Tim	BF	H	5.83	37.3	6x2⅝x¼	C
12	.....FB65 Spec	2½–3		2650	174	204	.....	5755	B7 50/20	B7.50/20	Wau ML	6-4x4¾	Own UC7	U 5	No	Tim	BF	R	7.4	52.7	10x3¼x¼	C
13	.....FB80	3–4		3080	174	204	.....	6480	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	Own UC6	U 4	Op	Tim	BF	R	7.80	49.5	10x3¼x¼	C
14	.....FD80	3–4		3275	174	204	.....	6680	B8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	Own UC7	U 5	Op	Wis	2F	R	7.8	55.3	10x3¼x¼	C
15	.....FB80 Spec	3½–4		3275	174	204	.....	6680	B8.25/20	B8.25/20	Wau ML	6-4x4¾	Own UC7	U 5	No	Tim	BF	R	7.8	55.6	10x3¼x¼	C
16	.....FC90	4		4200	174	204	.....	7480	B9.00/20	B9.00/20	Wau 6MK	6-4⅛x4¾	Own UC7	U 5	Op	Own	CD	R	8.66	61.7	10x3¼x¼	C
17	.....FD90	4		3550	174	204	.....	7480	B9.00/20	B9.00/20	Wau MK	6-4⅛x4¾	Own UC7	U 5	No	Wis	2F	R	8.0	57.0	10x3¼x¼	C
18	.....FW97, FD97	4–5		4225	192	222	.....	7955	P36x8	DP36x8	Wau 6MK	6-4⅛x4¾	Own UC2	U 4	Op	Tim	w/2	R	7.75	51.6	12x3¼x¼	C
19	.....FW97S, FD97S	4–5		4490	192	222	.....	8200	P36x8	DP36x8	Wau 6SRL	6-4⅜x5⅛	Own UC2	U 4	Op	Tim	w/2	R	7.75	51.6	12x3¼x¼	C
20	.....FC100	5–5½		4950	192	222	.....	7750	P36x8	DP36x8	Wau 6MK	6-4⅛x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	61.2	12x3¼x¼	C
21	.....FC105	5½		5150	192	222	.....	8000	B9.00/20	DB9.00/20	Wau 6SRS	6-4⅛x5⅛	Own UC	U 5	Op	Own	CD	R	8.66	61.7	12x3¼x¼	C
22	...FW115, FD115	5–6		4805	192	222	.....	8750	P40x8	DP40x8	Wau 6SRL	6-4⅜x5⅛	Own UC2	U 4	Op	Tim	w/2	R	8.20	54.6	12x3¼x¼	C
23	.....FC107	5–6		5200	192	222	.....	8200	P36x8	DP36x8	Wau 6SRL	6-4⅜x5⅛	Own UC2	U 4	Op	Own	CD	R	8.20	54.6	12x3¼x¼	C
24	.....FC120	6–7		5350	192	222	.....	8550	P40x8	DP40x8	Wau 6MK	6-4⅛x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	12x3¼x¼	C
25	.....FC120S	7½		5650	192	222	.....	8400	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	Own UC2	U 4	3 Own		CD	R	8.66	61.7	12x3¼x¼	C
26	...FW140, FD140	7–8		6070	192	222	.....	10050	P40x8	DP42x9	Wau SRL	6-4⅜x5⅛	Own UC2	U 4	Op	Tim	w/2	R	10.0	66.6	15x3¼x¼	C
27	.....FC135	7–8		5825	192	222	.....	8900	P40x8	DP40x8	Wau SRL	6-4⅜x5⅛	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	15x3¼x¼	C
28	.....FC140	8–8½		6500	200	230	.....	9350	P40x8	DP40x8	Wau HB	6-4⅛x5⅛	Own UC2	U 4	Op	Own	CD	R	8.3	55.2	15x3¼x¼	C
29	.....FC145	8–8½		6925	200	230	.....	10100	P40x8	DP40x8	Wau AB	6-4½x5⅜	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	C
30	...FW170, FD170	9½x10½		7595	200	230	.....	10550	P40x8	DP42x9	Wau RB	6-5x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	C
31	.....FC170	9½x10½		7595	200	230	.....	10550	P40x8	DP42x9	Wau RB	6-5x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	C
32	Stewart.....30	1		695	130	160	.....	2977	B6.50/20	B6.50/20	Lyc AFE	4-3¾x4½	War	U 4	No	Cla	SF	H	5.6	35.8	6x2¼x⅜	T
33	.....30X	1		795	130	160	.....	3018	B6.50/20	B6.50/20	Lyc WTG	6-3x4¾	WG T9	U 4	No	Cla	SF	H	6.38	40.8	6x2¼x⅜	T
34	.....42X	1½		795	134	176	.....	3525	B6.50/20	B6.50/20	Lyc SA	6-3¼x4½	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅜	T
35	.....40XA	1½		995	145	176	.....	3460	B6.50/20	DB6.50/20	Lyc SA	6-3¼x4½	War	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅜	T
36	.....43X	2		995	145	176	.....	4005	B6.50/20	DB6 50/20	Lyc SB	6-3⅜x4½	WG	U 4	No	Cla	SF	H	6.3	22.	7½x2¾x⅜	T
37	.....50X	2		1195	145	176	.....	4015	B6.50/20	DB6.50/20	Lyc SB	6-3⅜x4½	War	U 4	No	Cla	SF	H	6.37	22.	7½x2¾x⅜	T
38	.....29XS	2		1695	145	190	.....	4990	B.700/20	DB7.00/20	Lyc ASD	6-3¾x4½	Ful	U 4	No	Cla	SF	R	6.37	44.4	7½x2¾x⅜	T
39	.....32X	2½		1990	165	220	.....	5260	B7.00/20	DB7.00/20	Lyc ASD	6-3¾x4½	Fu	U 4	No	Cla	SF	R	6.37	44.4	7½x2¾x⅜	T
40	58-8	2½		2390	170	226	.....	5970	B7.50/20	DB7.50/20	Lyc HFA	8-3¾x4½	Fu	U 4	No	Cla	SF	H	7.25	47.0	9x2¾x⅜	T
41	.....18X	3		2690	165	220	.....	6400	B7.50/20	DB7.50/20	Lyc TS	6-3⅞x5	Fu	U 4	No	Tim	WF	R	7.25	47.5	9x2¾x⅜	T
42	48-8	3		2990	170	241	.....	6750	B8.25/20	DB8.25/20	Lyc AEC	8-3¾x4¾	BL	U 4	No	Cla	SF	F	7.12	50.1	9x2¾x⅜	T
43	.....19X	3½		3690	165	235	.....	7110	B9 00/20	DB9.00/20	Lyc TS	6-3⅞x5	Fu	U 4	A 3	Tim	WF	R	7.25	127.	9x2¾x⅜	T
44	38-6	3½		3990	170	241	.....	7600	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5⅛	BL	U 4	A 3	Tim	DF		7.3	147.	9x2¾x⅜	T
45	38-8	3½		3990	170	241	.....	7600	B9.00/20	DB9.00/20	Lyc AE	8-3¾x4¾	BL	U 4	A 3	Tim	DF		7.3	147.	9x2¾x⅜	T
46	.....31X	5		5190	165	235	.....	9340	B9.75/20	DB9.75/20	Wau 6SRK	6-4⅝x5⅛	BL	U 4	A 3	Tim	WF	R	8.2	15.1	9¼x2¾x⅝	T
47	.....27XS	7		6190	165	235	.....	10300	B10.50/24	DB10.50/24	Wau 6SRK	6-4⅝x5⅛	BL	U 4	A 3	Tim	WF	R	6.56	93.8	9¼x2¾x⅝	T
48	Studebaker.....S21	1½		670	130	165	8000	3110	B6.00/20	P32x6	Own	6-3¼x4⅝	War T9	U 4	No	Cla B373	SF	H	5.66	35.8	6x2¾x⅜	T
49	.....S41	2		895	141	165	10000	3930	B6.50/20	DB6.50/20	Own	6-3¼x4⅝	War T9	U 4	No	Tim 54200	SF	H	6.8	43.5	7x2¾x⅜	T
50	.....S120	3		1350	141	183	16000	4855	B6.50/20	DP32x6	Own	6-3¼x4⅝	War T9	U 4	A 2	Tim 58200	SF	H	6.8	66.1	8x2¾x⅜	T
51	Walter.....FN	2½–3		4500	120	144	15000	6500	B9.00/20	B9.00/20	Own 6MK	6-4⅛x4¾	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x2¾x⅛	P
52	.....FM	3½–4		5500	120	144	18000	7500	B9.00/20	DB9.00/20	Own 6SRL	6-4⅜x5⅛	Own FM	U 5	No	Own FM	2D	H	6.00	60.0	12x2¾x¼	P
53	.....FKD	4–6		6300	136	136	24000	9000	B9.00/24	DB9.00/24	Own 6SRL	6-4⅜x5⅛	Own FK	U 5	No	Own FK	2D	H	8.50	85.0	11x3x¼	P
54	.....FCS	5–7		6900	136	160	26000	9000	B9.75/24	DB9.75/24	Own 6SRL	6-4⅜x5⅛	Own FK	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
55	.....FBS	5–7		7900	136	160	26000	9000	B9.75/24	DB9.75/24	Own 6RB	6-5x5¾	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
56	.....FBRS	7–9		8300	136	160	31000	10000	B10.50/24	DB10.50/24	Own 6RB	6-5x5¾	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3x¼	P
57	White (12).....60K	1¼–1½		1850	112	112	.....	3905	B7 00/20	B7 00/20	Own 2A	6-3¼x4½	Own 3BC	U 3	No	Own 4C	S½	H	5.87	22.2	5x3x⅛	C
58	601	1¼–1½		1850	138	157	.....	4210	B7.50/20	B7.50/20	Own 2A	6-3½x4½	Own 5B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2⅝x⅛	C
59	161	1¼–1½		1700	138	157	.....	4420	B7.50/20	B7.50/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2⅝x⅛	C
60	602	1½–2		2050	138	157	.....	4500	B7.00/20	DB7.00/20	Own 2A	6-3½x4½	Own 5B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x⅛	C
61	162	1½–2		1900	138	157	.....	4710	B7 00/20	DB7.00/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2⅝x⅛	C
62	611	2–2½		2450	148	196	.....	4960	B7.00/20	DB7.00/20	Own 4A	6-3¾x4½	Own 5B	U 4	No	Own 7C	S½	H	5.67	23.4	6½x3⅛x¼	C
63	211	2–2½		2300	148	198	.....	5170	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 7C	S½	H	5.67	23.4	6½x3⅛x¼	C
64	56	2–2½		3125	165	175	.....	5276	S36x4	S36x7	Own GRC	4-4x5¾	OwnGRBB	U 4	No	Own 3C	S½	H	6.33	26.2	7x3x¼	C
65	612	2½–3		2800	148	196	.....	5295	B7.50/20	DB7.50/20	Own 4A	6-3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6½x3⅛x¼	C
66	212	2½–3		2650	148	198	.....	5500	B7.50/20	DB7.50/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 7CB	S½	H	5.67	23.4	6½x3⅛x¼	C
67	620	2½–3		4350	157	195	.....	7430	B8.25/20	DB8.25/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 14C	SF	R	6.38	41.8	7¼x2¼x⅜	C
68	.....51A	2½–4		3750	170	190	.....	6438	S36x5°	S36x8°	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 51A	S½	R	7.14	35.6	8x3x¼	C
69	618	3–4		3600	166	206	.....	6675	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
70	621	3–4		4650	157	195	.....	7945	B9.00/20	DB9.00/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	7¼x2¼x⅜	C
71	630	3–4½		5000	168	215	.....	8500	B9.00/20	DB9.00/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	8x3x¼	C
72	640	3–4½		6100	180	214	.....	9200	B9.00/20	DB9.00/20	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 10C	SF	R	5.18	33.9	8½x3⅛x⅞	C
73	58	3–5		4400	180	195	.....	7797	S36x5°	DS36x5°	Own GRB	4-4¼x5¾	Own 4B	U 4	No	Own 2C	2F	R	7.6	49.7	8½x3⅛x⅞	C
74	.....58-8S	7½		5300	196	196	.....	9300	B10.50/24	DB10.50/24	Own GRB	4-4¼x5¾	Own 4B	U 4	No	Own 6C	2F	R	11.8	77.5	10½x3x⅞	C
75	55	5		4650	174	215	.....	8737	S36x5°	DS40x5	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 55	2F	R	10.1	166.1	8x18.4 lb.	I
76	631	3½–6		5750	168	215	.....	9000	B9.75/20	DB9.75/20	Own 3AD	6-4x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x⅞	C
77	641	3½–6		6450	180	214	.....	9700	B9.75/20	DB9.75/20	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 2C	2F	R	7.16	46.9	8½x3⅛x⅞	C
78	642	4–7½		6750	180	214	.....	10600	B9.75/24	DB9.75/24	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 13C	2F	R	10.2	66.5	8½x3⅛x⅞	C
79	52	5–7½		5100	174	215	.....	9409	S36x6°	S40x12	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 52	2F	R	11.7	58.4	8x18.4 lb.	I
80	643	5–9		6950	180	214	.....	10900	B10.50/24	DB10.50/24	Own 1AB	6-4⅜x5¾	Own 7B	U 4	No	Own 13C	2F	R	10.2	66.5	8½x3⅛x⅞	C
81	691	7–9		7250	129	129	.....	12200	B10.50/24	DB10.50/24	Own 5AD	6-4⅜x5¾	Own 10BB	U 5	No	Own 13CB	2F	R	10.2	63.4	8¼x3¾x⅛	C
82	Willys Over. 6 .C113	½		415	113	113	4000	1875	B5.00/19	B5.00/19	Own C113	6-3¼x3⅞	Own C113	U 3	No	Own C113	S½	H	4.6	12.4	5¼x2¼x⅜	T
83	.....C131	1½		595	131	131	7600	2750	B5.50/20	P32x6	Own C131	6-3¼x3⅞	War T9	U 4	No	Cla B373B	SF	H	6.3	40.8	6x2¾x⅜	C
84	.....C157	1½		675	157	157	8300	3050	B6.00/20	DB6.00/20	Own C157	6-3¼x3⅞	War T9	U 4	No	Cla B373B	SF	H	6.3	40.8	7¼x2¾x⅜	C
85	Witt Will.....C2B	2		2450	158	162	12500	5000	B6 50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	BL 35-4	U 4	No	Tim 56200H	BF	H	6.16	36.4	6x2½x¼	C
86	.....C2W	2		2500	158	162	12500	5000	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	BL 35-4	U 4	No	Tim 64800H	WF	H	7.4	41.0	6x2½x¼	C
87	.....R2B	2		2550	158	192	12500	5400	B6.50/20	DB6.50/20	Con 16R	6-4x4⅛	BL 35-4	U 4	No	Tim 56200H	BF	H	5.28	28.3	6x2½x¼	C
88	.....R2	2		2550	158	192	13200	5400	B6.50/20	DB32x6	Con 16R	6-4x4⅛	BL 35-4	U 4	No	Tim 64800H	WF	H	6.0	132.	6x2½x¼	C
89	.....R3B	3		3150	159	199	15500	6075	B8.25/20	DB8.25/20	Con 18R	6-4x4⅛	BL 51	U 4	No	Tim 58200H	BF	H	6.83	36.5	7x2½x¼	C
90	.....R3	3		3150	159	199	15500	6075	B8.25/20	DB8.25/20	Con 18R	6-4x4⅛	BL 51	U 4	No	Tim 65200H	WF	H	6.75	37.4	7x2½x¼	C
91	.....R35	3½		4200	159	199	16800	6400	B9.00/20	DB9.00/20	Con 18R	6-4x4⅛	BL 51	U 4	No	Tim 65720H	WF	H	6.75	38.8	7x2½x¼	C
92	.....R4	4		4440	159	205	21600	7600	B9.75/20	DP9.75/20	Con 20R	6-4⅛x4¾	BL 55	U 4	No	Tim 65720H	WF	R	7.25	38.8	7x2½x¼	P
93	.....R4X	4		4600	159	205	21600	7600	B9.75/20	DP9.75/20	Con 21R	6-4⅜x4¾	BL 55	U 4	No	Tim 65720H	WF	R	6.8	38.8	7x2½x¼	P
94	.....R5	5		5300	159	210	24000	8500	B10.50/20	DB10.50/20	Con 20R	6-4⅛x4¾	BL 55	A 4	A 7	Tim 66700H	WF	R	9.0	98.2	8x3x¼	C
95	.....R55	5½		5700	159	210	27000	9000	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	BL 60	A 4	A	Tim68700DH	WF	R	10.0	48.2	8x3x¼	C
96	World.....DA-60	1		1195	150	166	8500	3650	B6.00/20	DB6.00/20	Lyc WTG	6-3x4¾	WG T9	U 4	No	Tim 53200H	SF	H	6.38	40.8	6¾x2¾x⅜	T
97	.....DB-60	1½		1545	150	166	10000	3900	B6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	WG T9	U 4	No	Tim 53200H	SF	H	6.38	40.8	6¾x2¾x⅜	T
98	.....DC-60	2		1845	150	164	12000	4450	B7.00/20	DB7.00/20	Lyc 4SL	6-3¼x4½	WG T9	U 4	No	Tim 54200H	SF	H	6.8	43.5	6x3x¼	T
99	.....DA-88	2		2300	151	167	12000	4720	B7.50/20	DB7.50/20	Lyc GU	8-3x4¾	Fu MLU	U 4	No	Tim 54200H	SF	H	6.8	44.2	6x3x¼	T
100	.....DB-88	2½		2595	164	178	13500	5040	B8.25/20	DB8.25/20	Lyc GU	8-3x4¾	Fu MLU	U 4	No	Tim 56200H	SF	R	7.4	48.1	7x3x¼	T
101	.....DC-88	3		3295	164	182	15000	5400	P34x7	DP34x7	Lyc HD	8-3¼x4½	Fu MGU	U 4	No	Tim 56200H	SF	R	7.4	48.1	7x3x¼	T
102	.....DA-115	4		3595	168	182	17500	6100	P36x8	DP36x8	Lyc HD	8-3¼x4½	Fu MGU	U 4	No	Tim 58200H	SF	R	7.8	50.7	8x3x¼	T
103	.....DB-115	5		3895	165	191	20000	6550	P36x8	DP36x8	Lyc HD	8-3¼x4½	Fu MGU	U 4	No	Tim 65706D	WF	R	8.5	55.2	8x3x¼	T
	Six-Wheelers																					
104	Autocar.....GE	4R 12		12500	198	234	.....	16300	P9.75/20	DB9.75/20	Ste LT51128	6-5¼x6	BL 734	U 4	A 3	Tim 410W	WF	R	8.20	99.8	10½x3x⅞	T
105	Chicago. 1-56-D	4	10	6000	198	222	39000	12740	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	BL 60	A 7	No	Tim 300W	WF	R	7.75	73.6	8x3½x⅞	C
106	Corbitt..20SW6	4R 3–5		5720	Op	Op	22000	9000	B7.50/20	DB7.50/20	Con 20R	6-4⅛x4¾	BL 615	U 5	No	Tim SW100W	WF	H	Opt	Opt	8x3½x¼	C
107	.....28SW6	4R 5–7½		6380	Op	Op	30000	10000	P34x7	DP34x7	Con 21R	6-4⅜x4¾	BL 607	A 7	No	Tim SW200W	WF	H	Opt	Opt	8x3x⅜	C
108	.....36SW6	4R 7½–10		8800	Op	Op	38000	11500	B36x8	DP36x8	Con 21R	6-4⅜x4¾	BL 607	A 7	No	Tim SW310W	WF	H	Opt	Opt	10½x3½x⅞	T
109	.....40SW6	4R 10–15		11000	Op	Op	43000	13000	P38x9	DP38x9	Con 16H	6-4¾x5¾	BL 707	A 7	No	Tim SW410W	WF	R	Opt	Opt	10½x3½x⅞	T
110	Day Elder..285	4R 8		5265	164	232	28500	12000	B8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	BL 538	A 5	No	Tim SwD210h	WF	R	7.5	71.2	10x3¾x⅞	C
111	345	4R 10		6395	164	232	34500	12500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	BL 748	A 7	No	Tim Swd310w	WF	R	8.5	74.9	10x3¾x⅞	C
112	402	4R 12		7495	164	232	40200	14200	B9.75/20	DB9.75/20	Con 16H	6-4¾x5¾	BL 748	A 7	No	Tim Swd410w	WF	R	9.0	84.6	10x3¾x⅞	C
113	Diamond T.801	4R 4		4140	189	219	21000	8500	P36x8	P36x8	Her YXC	6-4⅝x4¾	BL 55	A 7	No	Own	WF	H	Opt	Opt	6½x3x¼	P
114	1201	4R 6		5600	180	210	28000	11000	P34x7	DP34x7	Her RXB	6-4½x5¼	BL 60	A 7	No	Tim 8W200	WF	R	Opt	Opt	9x3½x¼	P
115	1602	4R 8		6400	175	210	36000	11700	P36x8	DP36x8	Her RXC	6-4¾x5¼	BL 60	A 7	No	Tim 8W310	WF	R	Opt	Opt	9x3½x¼	P
116	1603	4R 8		7500	184	224	36000	12500	P36x8	DP36x8	Wau 6RB	6-5x5¾	BL 70	A 7	No	Tim 8W310	WF	R	Opt	Opt	9x3½x¼	P
117	Dodge Bros..UGS50	1½–3		875	153	153	12000	3575	B6.00/20	P32x6	Own	4-3⅝x4¾	Own	U 4	No	Own	SF	H	5.85	36.1	7¼x2¾x⅜	C
118	.....GS50	1½–3		935	153	153	12000	3650	B6.00/20	P32x6	Own	6-3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36.1	7¼x2¾x⅜	C
119	.....GS55	2–4		1260	158	158	14575	4450	B7.00/20	DB7.00/20	Own	6-3¼x4¾	Own	U 5	No	Own	SF	H	6.37	50.9	8¼x2¾x⅜	C
120	Douglas....F66	4R 5		7900	210	Op	36000	10000	P36x8	DP36x8	Bud GL6	6-4½x6	Fu HOG	U 8	A 8	Wis 8017	WF	R	7.75	72.7	10x2⅝x⅞	T

Line Number	ENGINE DETAILS												FUEL SYST.	ELECTRICAL					FRONT AXLE		BRAKES			BODY MOUNTING DATA			SPRINGS		
	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	Carburetors Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Make and Model	Steering Gear Make	SERVICE: Make, Location Type Operation	SERVICE: Lining Area	SERVICE: Drum Material	Hand Type, Location	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type
1	529	4.9	355	51.2	115–2200	L	G	C	7–3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Shu 638	Own	Ws4IA	847G	TD	118	Opt	31½	42x3	60x3½	½
2	478	4.4	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 33020	Ros	L4IH	768G	TD	91¾	Opt	31½	40x2½	50x3	½
3	478	4.4	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Zen	G	AL	AL	D.Fu	Yo	Spi	Tim 33020	Ros	L4IH	893H	TD	92	Opt	31½	40x2½	50x3	½
4																														
5	214	5.0	137	18.0	72–3300	L	C	A	4–2¾	6¾	CC	....	Zen	M	AL	AL	P.Lo	Pe	Spi	Tim	Ros	L4IH	269P	TX	96	57	34	38x2½	50x2½	N
6	214	5.0	137	28.0	72–3300	L	C	A	4–2⅝	6⅜	CC	....	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim	Ros	L4IH	269P	TX	96	57	34	38x2¼	50x2½	N
7	248	5.0	160	28.0	70–3000	L	C	C	7–2⅜	9	CC	....	Zen	M	DR	DR	P.BB	Pe	Spi	Tim	Ros	L4IH	269P	TX	120	76	34	42x2½	54x2½	½
8	214	5.0	137	28.0	72–3300	L	C	A	4–2⅜	6⅜	CC	....	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim	Ros	L4IH	269P	TX	96	57	34	38x2¼	50x2½	½
9	248	5.0	160	28.0	70–3000	L	C	C	7–2⅜	9	CC	....	Zen	M	DR	DR	D.BL	Pe	Spi	Tim	Ros	L4IHV	282a	TX	120	76	34	42x2½	54x3	½
10	315	4.6	200	33.7	72–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	L4IHV	330a	TX	144	91	34	42x2½	54x3	½
11	255	5.0	175	28.0	68–2600	L	G	C	4–2⅜	7⅝	CC	....	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim	Ros	L4IH	282P	TX	96	57	34	38x2¼	50x2½	½
12	358	4.4	230	38.4	80–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	L4IH	330a	CX	144	91	34	42x2½	54x3	½
13	315	4.6	200	33.7	72–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ha	L4IHV	392a	TX	144	91	34	42x2½	54x3	½
14	358	4.4	230	38.4	80–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ha	L4IHV	396a	CX	144	91	34	42x2½	54x3	½
15	358	4.4	230	38.4	80–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ha	L4IH	392a	CX	144	91	34	42x2½	54x3	½
16	381	4.4	240	40.8	85–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ha	O2IMV	466a	JX	144	91	34	42x2½	54x3	½
17	381	4.4	240	40.8	85–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ha	L4IH	397a	CX	144	91	34	42x2½	54x3	½
18	381	4.4	240	40.8	85–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	L4IHV	664a	CX	172	108	34	48x3	54x3	½
19	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅛	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	L4IHV	664a	CX	172	108	34	48x3	54x3	½
20	381	4.4	240	40.8	85–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	576a	JX	172	108	34	48x3	54x3	½
21	411	4.6	260	40.8	91–2400	L	G	A	7–3	13⅞	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	562a	JX	172	108	34	48x3	54x3	½
22	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	L4IHV	664a	CX	172	108	34	48x3	54x3	½
23	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	576a	JX	172	108	34	48x3	54x3	½
24	381	4.4	240	40.8	85–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	500a	JX	172	108	34	48x3	54x3	½
25	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	658a	JX	172	108	34	48x3	60x4	½
26	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	Ws4IA	690a	CX	172	108	34	48x3	60x4	½
27	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	500s	JX	172	108	34	48x3	54x3	½
28	489	4.5	295	43.4	90–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	666s	JX	168	107	34	48x3	54x3	½
29	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	666s	JX	168	107	34	48x3	54x3	½
30	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	Ws4IA	690a	CX	163	107	34	48x3	60x4	½
31	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Own	Mo	Spi	Tim	Ros	O2IMV	666s	JX	168	107	34	48x3	54x3	½
32	199	4.8	136	22.5	50–2600	L	G	C	3–2¼	7¼	PC	No	Str	P	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257E	TX	90⅜	50⅛	32⅛	38x2¼	50x2½	N
33	201	5.5	141	21.0	60–2600	L	G	C	4–2⅜	7	PC	No	Str	P	DR	DR	P.Lo	Pe	Spi	Sal	Ros	B4IM	257E	TX	90⅜	50⅛	32⅛	38x2½	54x2½	N
34	224	4.8	142	25.3	62–2800	L	G	C	4–2⅜	8¼	PC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257E	TX	92	51⅜	32⅛	38x2½	50x2½	N
35	224	4.8	142	25.3	62–2800	L	G	C	4–2⅜	8¼	PC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257E	TX	103⅛	62¾	32⅛	38½x2¼	50x2½	½
36	242	5.	162	27.3	65–2800	L	G	C	4–2⅜	8¼	PC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257E	TX	103¼	62⅝	32⅛	38½x2¼	50x2½	½
37	242	5.0	162	27.3	65–2800	L	G	C	4–2⅜	9	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Sal	Ros	B4IM	257E	TF	103¼	62⅝	32⅛	38½x2¼	50x2½	½
38	299	5.0	193	33.8	85–2750	L	G	C	4–2⅝	9	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	308E	TX	104⅝	58⅝	32⅛	38x2¼	50x3	½
39	299	5.0	193	33.8	85–2750	L	G	C	4–2⅝	9	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	348E	TX	127⅜	79	32⅛	38x2¼	50x3	½
40	354	4.6	224	36.2	90–2750	L	G	C	4–2¾	10	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Tim	Ros	B4IM	453E	TX	129¾	79⅛	32¼	40x3	56x3	½
41	322	5.2	225	36.5	100–2800	L	G	C	5–2⅜	11	CC	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Cla	Ros	B4IM	348E	TF	126¾	79⅛	32¼	40x3	50x3	½
42	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	No	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IMV	348E	TX	128⅛	75⅛	32¼	40x3	56x3	½
43	354	4.6	224	36.2	90–2750	L	G	C	4–2¾	10	PS	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Eat	Ros	B4IM	453E	TX	126¾	76¼	32¼	40x3	56x3	½
44	462	4.6	300	45.9	100–2000	L	G	C	7–3	12⅞	FP	No	Str	P	DR	DR	D.BL	Fe	Spi	Eat	Ros	B4IMV	453E	TX	128⅛	75⅝	32¼	40x3	56x3	½
45	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	No	Str	P	DR	DR	D.BL	Fe	Spi	Eat	Ros	B4IMV	453E	TX	128⅛	75⅝	32¼	40x3	56x3	½
46	516	4.5	330	51.2	110–2000	L	G	C	7–3	12⅞	PS	Wa	Str	P	DR	DR	D.BL	Mo	Spi	Eat	Ros	B4IMV	565E	TX	128	73	34	40x3	56x4	½
47	516	4.5	330	51.2	110–2000	L	G	C	7–3	12⅞	FP	No	Str	P	DR	DR	D.BL	Mo	Spi	Eat	Ros	Ws4IA	759E	TX	128	73	34	40x3	56x4	½
48	230	4.6	154	25.4	75–3200	L	C	C	4–2⅛	8¼	CC	No	Str	M	DR	DR	P. Lo	Mc	Spi	Cla 208B	Ros	B4IM	231P	4I	83¼	48⅛	34	36x1¾	45x2½	N
49	230	4.6	154	25.4	75–3200	L	C	C	4–2⅛	8¼	CC	Ha	Str	M	DR	DR	DP. Lo	Mc	Cle	Tim 31010	Ros	B4IMV	284P	4I	97	60	34	39x2	56x3	N
50	230	4.6	154	25.4	75–3200	L	C	C	4–2⅛	8¼	CC	Ha	Str	M	DR	DR	DP. Lo	Mc	MM	Tim 31020	Ros	B4IMV	420P	4I	97	60	34	39x2½	56x3	½
51	381	4.5	240	40.0	85–2200	L	G	C	7–2⅜	12⅜	FP	Ow	Zen	P	DR	DR	P. Ow	Ow	Own	Own FN	Ros	O4FXM	450D	FM	126	84	34	48x3	48x3	½
52	462	4.5	300	46.0	100–1900	L	G	C	7–3	13⅞	FP	Ow	Zen	P	DR	DR	P. Ow	Ow	Own	Own FM	Ros	O4FXM	450D	FM	126	84	34	48x4	48x4	½
53	462	4.5	300	46.0	100–1900	L	G	C	7–3	13⅞	PC	Ow	Zen	V	Sc	DR	P. Ow	Ow	Own	Own F	Ros	O4FXM	600D	FX	108	78	36	52x4	52x4	½
54	462	4.5	300	46.0	100–1900	L	G	C	7–3	13⅞	PC	Ow	Zen	V	Sc	DR	P. Ow	Ow	Own	Own F	Ros	O4FXM	600D	FX	126	96	36	52x4	52x4	½
55	677	4.5	440	60.0	130–1900	L	G	C	7–3½	10⅝	PC	Ow	Zen	P	Sc	DR	P. Ow	Ow	Own	Own F	Ros	O4FXM	600D	FX	126	96	36	52x4	52x4	½
56	677	4.5	440	60.0	130–1900	L	G	C	7–3½	10⅝	PC	Ow	Zen	P	Sc	DR	P. Ow	Ow	Own	Own F	Ros	O4FXM	600D	FX	126	96	36	52x4	52x5	½
57	260	4.8	150	29.4	54–2100	L	C	S	7–2⅝	10¼	FP	No	Zen	V	DR	DR	P. Ow	Ow	Spi	Own 4D	Ha	L4IH	276a	TX	....	....	34½	39x2¼	50x2½	N
58	260	4.8	150	29.4	54–2100	L	C	S	7–2⅝	10¼	FP	No	Zen	V	DR	DR	P. Ow	Ow	MM	Own 4D	Ha	L4IH	276a	TX	112	58¼	34½	39x2¼	50x2½	N
59	289	4.3	170	25.6	45–1800	L	G	C	3–2¼	11⅜	FP	Ow	Zen	V	DR	DR	P. Ow	Ow	MM	Own 4D	Ha	L4IH	276a	TX	112	58¼	34½	39x2¼	50x2½	N
60	260	4.8	150	29.4	54–2100	L	C	S	7–2⅝	10¼	FP	No	Zen	V	DR	DR	P. Ow	Ow	MM	Own 4D	Ha	L4IH	276a	TX	112	58¼	34½	39x2¼	50x2½	N
61	289	4.3	170	25.6	45–1800	L	G	C	3–2¼	11⅜	FP	Ow	Zen	V	DR	DR	P. Ow	Ow	MM	Own 4D	Ha	L4IH	276a	TX	112	58¼	34½	39x2½	50x2½	N
62	299	4.8	190	33.7	70–2100	L	C	S	7–2⅜	10¼	FP	Ha	Zen	V	DR	DR	P. Ow	Ow	Spi	Own 7D	Ha	L4IH	343a	TX	115	68	34½	41x2½	54x3	N
63	289	4.3	170	25.6	45–1800	L	G	C	3–2¼	11⅜	FP	Ow	Zen	V	DR	DR	P. Ow	Ow	Spi	Own 7D	Ha	L4IH	343a	TX	115	68	34½	41x2½	54x3	N
64	289	4.3	170	25.6	45–1800	L	G	C	3–2¼	11⅜	FP	Ow	Zen	V	El	ns	P. Ow	Ow	Spi	Own 3D	Ow	O2IM	268a	CI	119⅜	81⅜	36	41½x2½	47½x3	N
65	299	4.8	190	33.7	70–2100	L	C	C	7–2⅜	10¼	FP	Ha	Zen	V	DR	DR	P. Ow	Ow	Spi	Own 7D	Ha	L4IH	343a	CX	115	68	34½	41x2½	54x3	N
66	289	4.3	170	25.6	45–1800	L	G	C	3–2¼	11⅜	FP	Ow	Zen	V	DR	DR	P. Ow	Ow	Spi	Own 7D	Ha	L4IH	343a	TX	115	68	34½	41x2½	54x3	N
67	396	4.9	250	38.4	100–2100	H	C	S	7–2¾	13⅛	FP	Ow	Zen	M	DR	DR	P. Ow	Ow	Spi	Own 11D	Ros	LO4IHV	414a	CI	107½	67½	34	41x2½	54x3	N
68	326	4.3	207	28.9	54–1600	L	G	C	3–2¼	11⅜	FP	Ow	Zen	V	El	ns	P. Ow	Ow	Spi	Own 51A	Ow	O2IM	335a	CX	146	84¾	34	40½x2½	64½x3	N
69	299	5.5	202	33.7	77–2400	L	C	S	7–2⅜	10¼	FP	Ha	Zen	V	DR	DR	P. Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414a	2I	140¼	84¼	34	41x2½	54x3	N
70	396	4.9	250	38.4	100–2100	H	C	S	7–2¾	13⅛	FP	Ow	Zen	M	DR	DR	P. Ow	Ow	Spi	Own 11D	Ros	LO4IHV	484a	CI	107½	67½	34	41x2½	54x3½	N
71	396	4.9	250	38.4	100–2100	H	C	S	7–2¾	13⅛	FP	Ow	Zen	M	DR	DR	P. Ow	Ow	Spi	Own 6D	Ros	O4IHV	553a	CI	144⅞	84⅞	34	42x3	56x3½	½
72	519	4.0	333	45.9	118–2100	H	C	S	7–3	15⅛	FP	Ow	Zen	E	LN	LN	dp. Ow	Ow	Spi	Own 6D	Ros	O4IA	553a	CI	156¾	91¾	34	42x3	56x3½	½
73	326	4.3	207	28.9	54–1600	L	G	C	3–2¼	11⅜	FP	Ow	Zen	V	El	ns	P. Ow	Ow	Spi	Own 2D	Own	OPXM	224a	2I	148½	93½	34½	40½x3	56x3½	½
74	326	4.3	207	28.9	54–1800	L	G	C	3–2¼	11⅜	FP	Ow	Zen	V	LN	LN	P. Ow	Ow	Spi	Own 9D	Ros	OPXM	224a	2I	176	120	38½	42x3	57x5	N
75	326	4.3	207	28.9	54–1600	L	G	C	3–2¼	11⅜	FP	Ow	Zen	V	El	ns	P. Ow	Ow	Spi	Own 55	Own	OPXM	224a	2I	167⅜	107½	42½	44x3	51⅞x5	N
76	396	4.9	250	38.4	100–2100	H	C	S	7–2¾	13⅛	FP	Ow	Zen	M	DR	DR	P. Ow	Ow	Spi	Own 9D	Ros	O4IA	595a	CI	144⅞	84⅞	34	42x3	56x3½	½
77	519	4.0	333	45.9	118–2100	H	C	S	7–3	15⅛	FP	Ow	Zen	E	LN	LN	dp. Ow	Ow	Spi	Own 9D	Ros	O4IA	595a	CI	156¾	91¾	34	42x3	56x3½	½
78	519	4.0	333	45.9	118–2100	H	C	S	7–3	15⅛	FP	Ow	Zen	E	LN	LN	dp. Ow	Ow	Spi	Own 9D	Ros	O4IA	623a	CI	156¾	91¾	34	42x3	51⅞x5	N
79	326	4.3	207	28.9	54–1800	L	G	C	3–2¼	11⅜	FP	Ow	Zen	V	El	ns	P. Ow	Ow	Spi	Own 52	Ow	OPXM	224a	2I	167⅜	107½	42½	44x3	51⅞x5	N
80	519	4.0	333	45.9	118–2100	H	C	S	7–3	15⅛	FP	Ow	Zen	E	LN	LN	dp. Ow	Ow	Spi	Own 9D	Ros	O4IA	623a	CI	156¾	91¾	34	42x3	51⅞x5	N
81	580	4.6	385	51.3	130–2300	H	C	.	7–3	15⅛	FP	Ow	Zen	M	DR	LN	P.Ow	Ow	Spi	Own 5D	Ros	O4IA	623a	TD	100	65	36	44x3	55⅞x5	N
82	193	5.2	135	25.3	65–3400	L	C	C	4–2⅜	6⅛	CC	No	Ti	M	AL	AL	P.Ow	Fe	Spi	Own C113	Own	B4IM	143P	4I	54¼	27¾	43¼	36½x1¾	51x1¾	N
83	193	5.2	135	25.3	65–3400	L	C	C	4–2⅜	6⅛	CC	No	Ti	M	AL	AL	P.Ow	Fe	Spi	Own C131	Own	B4IM	235a	4I	86¼	51⅜	37	36x1¾	45x2½	N
84	193	5.2	135	25.3	65–3400	L	C	C	4–2⅜	6⅛	CC	No	Ti	M	AL	AL	P.Ow	Fe	Spi	Own C157	Own	B4IM	235a	4I	121⅛	77⅛	37	36x1¾	45x2½	N
85	248	5.0	150	27.3	66–3200	L	C	C	7–2⅝	10⅛	PC	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578P	TX	Opt	79½	32	41x2½	54x3	½
86	248	5.0	150	27.3	66–3200	L	C	C	7–2⅝	10⅛	PC	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578P	TX	Opt	79½	32	41x2½	54x3	½
87	311	4.1	197	38.4	72–2400	H	C	C	7–2¾	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578P	TX	Opt	76	32	41x2½	54x3	½
88	311	4.1	197	38.4	72–2400	H	C	C	7–2¾	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 33000H	Ros	L4IH	578P	TX	Opt	76	32	41x2½	54x3	½
89	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	650P	CD	Opt	76	32	41x2½	54x3	½
90	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	650P	CD	Opt	76	32	41x2½	54x3	½
91	339	4.2	212	38.4	82–2400	H	C	N	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768P	CD	Opt	76	32	41x2½	54x3	½
92	381	4.2	236	40.8	88–2200	H	C	N	7–2¾	13⅛	FP	No	Zen	E	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768P	CD	Opt	76	32	41x2½	54x3	½
93	427	4.2	238	45.9	100–2600	H	C	N	7–2¾	13⅛	FP	No	Zen	E	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768P	CD	Opt	76	32	41x2½	54x3	½
94	381	4.2	236	40.8	88–2400	H	C	N	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26050H	Ros	L4IHV	690P	TD	Opt	76	36	41x2½	54x3	½
95	427	4.2	268	45.9	100–2600	H	C	N	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26050H	Ros	L4IHV	717P	TD	Opt	76	36	41x2½	54x3	½
96	201	5.5	142	21.6	63–2900	L	G	C	4–2⅜	7	CC	No	Zen	V	AL	AL	dp. Lo	Pe	Spi	Tim 30000H	Ros	L4IH	268p	TX	126	70	34	38x2½	54x2½	N
97	224	4.7	145	25.3	61–2750	L	G	C	4–2⅝	7¼	PC	No	Zen	V	AL	AL	dp. Lo	Pe	Blo	Shu 5427	Ros	L4IH	268p	TX	126	70	34	38x2½	54x2½	½
98	224	4.7	145	25.3	61–2750	L	G	C	4–2⅝	7¼	PC	No	Zen	V	AL	AL	dp. Lo	Pe	Blo	Shu 5427	Ros	L4IH	306E	TD	126	71	34	38x2½	54x2½	½
99	268	5.3	184	28.8	96–3400	L	C	C	5–2⅜	8⅝	CC	Ha	Zen	M	AL	AL	dp. Lo	Mo	Blo	Shu 5432	Ros	L4IHV	354E	TD	Opt	88	34	38x2½	54x2½	½
100	268	5.3	184	28.8	96–3400	L	C	C	5–2⅜	8⅝	CC	Ha	Zen	M	AL	AL	dp. Lo	Mo	Spi	Shu 5432	Ros	L4IHV	354E	TD	Opt	88	34	38x2½	54x2½	½
101	298	5.2	205	33.8	115–3300	L	C	C	5–2⅜	10	PC	Ha	Zen	M	AL	AL	dp. Lo	Mo	Spi	Shu 5432	Ros	L4IHV	354E	TD	Opt	88	34	38x2½	54x2½	½
102	298	5.2	205	33.8	115–3300	L	C	C	5–2⅜	10	PC	Ha	Zen	M	AL	AL	dp. Lo	Mo	Spi	Shu 5572	Ros	L4IHV	397E	TD	Opt	88	33½	42x3	56x3	½
103	298	5.2	205	33.8	115–3300	L	C	C	5–2⅜	10	PC	Ha	Zen	M	AL	AL	dp. Lo	Mo	Spi	Shu 5572	Ros	L4IHV	643E	TD	Opt	85	33½	42x3	56x3	½
104	780	4.7	475	66.1	156–1800	L	G	A	7–3	16½	FP	St	Ze2	M	NE	LN	dp. BL	GO	Spi	Tim 27450tw	Ros	T6IA	720a	FD	181½	101½	34½	42½x3	61x5	½
105	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅜	FP	Wa	Str	M	AL	AL	D. BL	Ch	Spi	Tim 26450	Ros	TWsRIA	536a	TD	Opt	107	35½	44½x3	60x4	N
106	411	4.2	236	40.0	89–2400	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 35100tw	Ros	Ws61A	4o9a	TD	Opt	Opt	34	40x2½	56x4	½
107	427	4.2	268	45.9	100–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 27450W	Ros	Ws61A	525a	TD	Opt	Opt	34	46x3	56x4	½
108	427	4.2	268	45.9	100–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 27450W	Ros	Ws61A	536a	TD	Opt	Opt	34	46x3	66x4	½
109	611	4.5	384	54.1	127–2300	L	G	A	7–3	13¼	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 27450W	Ros	Ws61A	720a	TD	Opt	Opt	34	46x3	66x4	½
110	427	4.2	267	45.9	100–2600	H	C	C	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	dp. BL	Pe	Blo	Tim 26450	Ros	L61HV	842a	TX	132	80	33	48x3	64x4	½
111	427	4.2	267	45.9	100–2600	H	C	N	7–2¾	13⅛	FP	Ha	Zen	M	DR	DR	dp. BL	Pe	Blo	Tim 26450	Ros	TrIA	1014a	TX	132	80	33	48x3	64x5	½
112	611	4.5	396	54.2	120–2000	L	G	A	7–3	13¼	FP	Ha	Zen	M	DR	DR	dp. BL	Pe	Blo	Tim 26450	Ros	TrIA	1014a	TX	126¼	74¼	33	45½x3	64x5	½
113	428	4.4	280	45.1	93–2200	L	G	C	7–3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpP	Shu 5582B	Ros	L61HV	571a	TD	162	103	34	45¼x2½	58x4	½
114	501	4.4	330	48.6	111–2200	L	G	C	7

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS										FRAME	
											ENGINE		TRANSMISSION			REAR AXLE			GEAR RATIOS			
			Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Federal..D2SW	2R	3	1050	140	182	13750	3925	B6.00/20	P32x6	Con W10	4–3⅞x4¼	WG T9	U 4	No	Cla B373A	SF	H	6.38	40.8	6x2¾x¼	C
2	.....E2SW	2R	3	1150	145	187	13750	3975	B6.00/20	P32x6	Con 17E	6–3⅞x4	WG T9	U 4	No	Cla B373A	SF	H	6.38	40.8	6x2¾x¼	C
3	.....D2D	4R	3	1350	140	182	14000	4235	B6.00/20	P32x6	Con W10	4–3⅞x4¼	WG T9	U 4	No	Cla B373A	BF	H	6.38	40.8	6x2¾x¼	C
4	.....E2D	4R	3	1450	145	187	14000	4310	B6.00/20	P32x6	Con 17E	6–3⅞x4	WG T9	U 4	No	Cla B373A	BF	H	6.38	40.8	6x2¾x¼	C
5	.....A6SW	2R	4	1925	164	182	18500	6050	P32x6	DP32x6	Con 16C	6–3¾x4⅝	Own 7776	A 4	No	Cla B610A	BF	H	6.38	38.5	6x3¼x¼	C
6	.....A600SW	2R	4½–5	2395	170	206	20000	7300	B7.50/20	DB7.50/20	Con E600	6–3⅜x4½	Own 7784	A 4	No	Cla B642	BF	H	7.16	46.7	6x3½x¼	P
7	.....A600D	4R	4½–5	2795	170	206	20000	7700	B7.50/20	DB7.50/20	Con E600	6–3⅜x4½	Own 7784	A 4	No	Cla B642	BF	H	7.16	46.7	6x3½x¼	P
8	.....T10SW	2R	7	3895	188	224	28000	9600	P34x7	DP34x7	Con 18E	6–4x4½	BL 607	A 7	No	Tim 58200H	BF	H	7.8	74.1	7½x3½x¼	P
9	FWD.....MX6	Op	10–15	10500	170	200	48000	15000	P40x10	DP40x10	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis 131TW	2F	H	8.36	173.	10x3x⅜	C
10	.....X6	4F	6–10	7385	170	Op	36000	12650	B9.00/20	DB9.00/20	Wau 8RK	6–4⅝x5½	Own U	A 5	Op	Own X	BF	H	7.35	73	7x3x⅜	C
11	(6)Gen.Mo.T90	4R	5–7½	4675	185	220	28000	9250	B7.50/20	DB7.50/20	Own 400	6–4½x5	Own	U 5	No	Own	WF	R	9.25	76.0	9x3½x⅜	TL
12	.....T95	4R	7–11	7695	189	224	40000	13250	P34x7	DP34x7	Own 525	6–4½x5½	Own	U 4	Op	Own	WF	R	8.50	53.3	9x4x⅜	L
13	G-P....75-6SW	4R	6–8	6440	174	Op	39000	9500	B9.75/20	B11.25/20	Wau 5RL	6–4¾x5½	Fu VUOG	U 5	No	Tim SW200	WF	R	7.50	53.0	11x3½x⅜	L
14	.....75-8SW	4R	6–8	6400	174	Op	39000	9500	B9.75/20	B11.25/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Tim SW200	WF	R	7.50	53.0	11x3½x⅜	L
15	.....85-6SW	4R	8–10	8695	169	Op	52000	12000	B10.50/24	B12.75/24	Wau 6AB	6–4½x5¾	Fu MHU	U 4	A 3	Wis SD310	DF	R	8.50	10.6	12x3½x⅜	L
16	.....95-6SW	4R	10–12	9640	176	Op	52000	13000	B10.50/24	B13.50/24	Wau 6RB	6–5x5¾	Fu MUH	U 4	A 3	Wis SD410	DF	R	10.2	128.	14x3½x⅜	L
17	H'ndricks'n22D	4R	2–6	3900	Op	Op	21000	7000	B7.50/20	DB7.50/20	Wau MK	6–4½x4¾	Fu JVU	U 5	No	Own 985	2B	A	Opt	Opt	6x2½x⅜	P
18	.....36D	4R	5–12	6600	Op	Op	32500	11200	B9.00/20	DB9.00/20	Wau 6SRL	6–4⅝x5½	Fu VU	U 5	No	Own 2513X	2B	A	Opt	Opt	8x3x⅜	P
19	.....38D	4R	12	8000	Op	Op	40000	13200	B9.75/20	DB9.75/20	Wau 6SRL	6–4¾x5½	BL 60–7	A 7	No	Eat 44000	2F	A	Opt	Opt	8x3x⅜	P
20	.....44D	4R	12	9000	Op	Op	42000	14000	B9.75/22	DB9.75/22	Wau RB	6–5x5¾	BL 70–7	A 7	No	Eat 44000	2F	A	Opt	Opt	8x3x⅜	P
21	Hug.....99	4R	10	1030	148	148	58500	15100	S36x8	S40x16	Bud GF6	6–4¾x6	BL 714-703	U 4	A 3	Wis SD410W	2F	R	10.3	139	9x4⅜x⅜	I
22	Ind. 95SBT-151	2C	.....	1675	168	186	20000	5500	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	T	7.4	45.8	7⅜x2¾x⅜	C
23	.....95SW 75	4R	.....	1735	168	186	20000	5800	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SW75	WF	T	7.4	45.8	7⅜x2¾x⅜	C
24	....17SBT251	2C	.....	3250	188	224	28000	8200	P34x7	DP34x7	Her YXC	6–4⅜x4¾	BL 334	U 4	Op	Tim SBT251	BF	R	6.1	37.8	8½x3x⅜	TL
25	....17SW251	4R	.....	3475	188	224	28000	8500	P34x7	DP34x7	Her YXC	6–4⅜x4¾	BL 334	U 4	Op	Tim SW251	WF	R	6.2	39.1	8½x3x⅜	TL
26	Ken....186SDT	2C	10	6450	205	235	.....	10500	B9.00/20	DB9.00/20	Her YXC2	6–4½x4¾	BL 1554	U 4	A 3	Tim Sdt310w	2F	H	7.33	104	9x3x¼	TL
27	.....241SDT	2C	10	6850	205	235	.....	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5½	BL 714	U 4	A 3	Tim Sdt310w	2F	H	7.33	85.5	9x3x¼	T
28	.....346A	4R	10	8800	210	240	.....	13000	B9.75/20	DB9.75/20	HaS 160	6–4¼x5½	BL 714	U 4	A 3	Tim 310W	WF	H	7.25	84.5	8x3x⅜	C
29	.....346B	4R	10	8550	210	240	.....	13000	B9.75/20	DB9.75/20	Bud GF-6	6–4¾x6	BL 714	U 4	A 3	Tim 310W	WF	H	7.25	98.4	8x3x⅜	C
30	.....346C	4R	10	9500	210	240	.....	14000	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim 310W	WF	H	7.25	98.4	8x3x⅜	C
31	.....386C	4R	10	10200	210	240	.....	14500	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW410w	WF	H	7.60	103.	8x3x⅜	C
32	Kleiber.....280	4R	7½	6000	201	210	28000	10060	B9.00/20	DB9.00/20	Con 20R	6–4¼x4¾	BL 714-60	A 7	A 7	Tim Sw200tw	WF	R	7.75	73.6	7x3½x⅜	P
33	340	4R	10	7000	210	215	34000	11900	B9.75/20	DB9.75/20	Con 21R	6–4⅝x3¾	BL 714–60	A 7	A 3	Tim Sw300W	WF	R	9.33	88.6	8x3½x⅜	P
34	.....340T	4R	10	8000	215	225	34000	13650	B9.75/20	DB9.75/20	Con 22R	6–4½x5¼	BL 714–60	A 7	A 3	Tim Sw400W	WF	R	10.3	98.1	8x3½x⅜	C
35	La Fran-R...Q6	4R	9–12	12000	Op	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12–4x5	BL 714	U 4	No	Tim SWD410	WF	.	Opt	Opt	12x3½x¼	C
36	LeMoon(9)...701	4R	5–6	4475	187	199	25500	8500	B8.25/20	DB8.25/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Tl 63703-97H	WF	H	6.20	43.8	7x4x¼	B
37	801	4R	6–7	5100	187	199	32500	9720	B9.00/20	DB9.00/20	Lyc AEC	8–3¾x4¾	Fu VOUG	U 5	No	Tl 65703-97H	WF	H	6.75	47.7	7x4x¼	B
38	802	4R	6–7	5350	187	199	32500	9800	B9.00/20	DB9.00/20	Wau 6SRL	6–4⅝x5½	Fu VOUG	U 5	No	T65703-97tW	WF	H	6.75	47.7	7x4x¼	B
39	900	4R	7–8	6775	191	203	36000	12000	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅝x5½	BL 607	A 7	No	TimSW310W	WF	H	9.25	86.9	9x4x⅜	B
40	1000	4R	8–10	7950	196	208	40000	12600	B9.75/24	DB9.75/24	Wau 6AB	6–4½x5¾	BL 714	U 4	3	TimSW310W	WF	H	9.25	128.	9x4x⅜	B
41	1200	4R	10–12	8500	196	208	40000	14000	B9.75/24	DB9.75/24	Wau 6RB	6–5x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x⅜	B
42	Maccar...SW86	4R	10–12	9000	216	260	38700	.....	B10.50/20	DB10.50/20	Her RXCP	6–4⅝x5½	BL 615	A 5	No	Tim spec.	W4	.	9.0	59.	12x3x¼	C
43	Mack.....BX	4R	.....	8150	178	207	35400	12000	B8.25/22	DB8.25/22	Own BX	6–4¼x5½	Own BX	U 4	No	Own BX6	2F	A	6.53	46.0	9½x3x¼	C
44	.....BQ	4R	.....	9350	224	248	41500	15000	B9.75/22	DB9.75/22	Own BQ	6–4¾x5½	Own BQ	A 4	No	Own BX6	2F	R	6.54	41.9	10½x3⅜x1¼	C
45	.....AC	4R	8–15	8500	217	257	50500	14550	P40x8	DP40x8	Own BQ	6–4¾x5¾	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8x3x⅜	C
46	.....AK	4R	8–15	9000	217	257	50500	15900	B9.75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8½x3x⅜	C
47	.....AP	4R	8–15	10500	217	257	51000	14850	P40x8	DP40x8	Own AP	6–5x6	Own AC	J 4	No	Own AP	CD	R	9.26	59.4	8x3x⅜	C
48	.....AP	4R	8–15	11000	217	257	50500	16400	B9.75/22	DB9.75/22	Own AP	6–5x6	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8½x3x⅜	C
49	Mor'd..RR-15A	4		2100	170	Op	15500	5000	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL 124	U 4	No	Tim SBT75	SF	R	5.66	35.0	7⅜x2½x¼	T
50	P.-A. 34L501S4	.....	.....	6600	200	240	34000	13200	B9.75/20	DB9.75/20	Her RXB	6–4½x5½	Co TNU	U 4	Op	Tim SW310	W	A	9.25	49.0	10x3x⅜	C
51	...34K611S4	.....	.....	7200	180	240	34000	14200	B9.75/20	DB9.75/20	Her GXA	6–4¾x5¾	Own618290	U 4	Op	Tim SW310	W	A	7.75	40.6	10x3x⅜	C
52	...44K779S4	.....	.....	7500	180	200	44000	14500	B10.50/20	DB10.50/20	Her HXA	6–5¼x6	Own618290	U4	Op	Tim SW410	W	A	9.	47.2	10x3x⅜	C
53	Relay....60SW	2R	10	6545	175	205	36500	12000	P38x7	DP40x8	Bud BA6	6–4¼x5½	Fu VU16	U 5	No	Own 60	2R	.	9.09	63.6	8½x3½x⅜	P
54	Sterling FDS180	....	8–10	8925	158	Op	.....	12850	P40x8	DP40x8	Wau AB	6–4½x5¾	Own UC8	U 4	A 4	Tim 310	2F	R	9.1	113.	15x3¼x¼	C
55	.....FDS200	....	10–12	9510	159	Op	.....	13550	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 4	Tim 410	2F	R	9.1	113	15x3¼x¼	C
56	.....FCS170	4R	10	10210	Op	Op	.....	14100	P36x8	DP36x8	Wau HB	6–4¼–5¾	Own UC2	U 4	A 3	Own	CD	R	9.5	63.2	15x3¼x¼	C
57	.....FCS180	4R	12	10405	Op	Op	.....	14450	P40x8	DP40x8	Wau AB	6–4½–5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	C
58	.....FCS210	4R	15–18	10625	Op	Op	.....	14750	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	C
59	Wht. 630SW200	4R	5–6	6245	193	205	.....	10000	B8.25/20	DB8.25/20	Own 3AD	6–4x5½	Own 4B	U 4	No	Tim SW200H	WF	R	6.75	54.2	8½x3⅞x⅜	C
60	...642SW310	4R	7–9	8025	198	210	.....	12670	B9.00/20	DB9.00/20	Own 1AB	6–4⅝x5¾	Own 7B	U 4	No	TimSW310W	WF	R	8.5	55.6	8½x3⅞x⅜	C
61	...643SW410	4R	9–11	8550	198	215	.....	14400	P40x8	DP40x8	Own 1AB	6–4⅜x5¾	Own 7B	U 4	No	TimSW410W	WF	R	10.2	69.1	8½x3⅞x⅝	C

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.

Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.

Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.

Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.

Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.

(N) Not available as tractor.

(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.

(3) Corbitt—Larger engines and corresponding transmissions, clutches, axles etc., provided on all models of Corbitt trucks when type of service requires them. Wheelbases of tractor models depend upon types of cabs and trailers chosen Cab to Rear of Frame and Cab to Rear Axle dimensions vary with such choice.

(4) Day Elder—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(5) Dodge—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. G-81 available as special tractor truck with 146-inch wheelbase with model designation of G-80, at $5250.

(6) General Motors—Gross vehicle weight indicated for each model in table is the **Straight Rating** (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this **Straight Rating,** but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity and assuming nominal body allowance will result in payload range for each model as shown. Models T-15 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional in Models T-45, T-51, T-61, T-83 and T-95 at extra cost. Trailing type axles available on Model T-95 at price deduction.

(7) Grass Premier—Eight cylinder engines available on following models: 45-6 with Lyc. GU at $2700 list; 55-6 with Lyc. HF at $3355; 65-6 with Lyc. AEC at $4065; 35 T-6 with Lyc. GU at $1665; 45 T-6 with Lyc. HF at $3185.

(8a) International Harvester—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.

(8b) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.

(9) LeMoon—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SRL at same cost.

†Reo—Models 1C and 1D are the longer wheelbase editions of Models 1A and 1B. The frame dimension of both is 7x2¾x¼.

(12) White—The maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions. Each model shown is furnished with different specifications for different ratings.

MAKES—ALL

AB—American Bosch.
AL—Auto Lite.

B—Bendix.
BB—Borg & Beck.
BE—Bendix front, Eaton rear.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Bf—Bethlehem.
Blo—Blood.
Bu or Bud—Buda.

C or Col—Columbia.
CB—Columbia front, Bendix rear.
Car—Carter.
Ch—Chicago.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission).
Co—Continental (governor).
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins

DG—Detroit Gear and Machine.
DR—Delco Remy.

Eat—Eaton
Ei—Eisemann
En—Governor built in engine
EV—Pierce (gov.)

Fe—Fedders.
Fu—Fuller.

Ge—Gemmer.
GO—G. & O.

Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).

Jac—Saginaw.
Jo—Jones.

KP—Handy.

L—Lockheed.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear;
Lyc—Lycoming

Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).

NE—North East.
No—Not supplied.
ns—No Standard.

O or Ow—Own.
Op or Opt—Optional.

Pe—Pierce (governor).
Pe—Perfex (radiator).
Pet—Peters.
PeS—Peters and Spicer.
PS—Peters & Snead.

RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.

S—Steeldraulic.
Sal—Salisbury.
Sc—Scintilla.
Sch—Wheeler-Schebler.
She—Sheldon.
Shu—Shuler.
SpB—Spicer and Blood.
Spi—Spicer.
SpP—Spicer and Pick.
Ste—Detroit Lubro. (carburetor).
Ste or St—Sterling.
Str—Stromberg.

Ti—Tillotson.
T or Tim—Timken.
TO—Timken front, Own rear.

WG—Warner Gear.
Wa or War—Warner Corp. (steering gear)
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin
Wo—Wohlrab.
Ws—Westinghouse.

Yo—Young.

Zen—Zenith.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Type, Location	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	200	4.7	126	24.0	48–2500	L	C	A	3–2⅛	5⅛	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L61H	312	P	TX	123	64¼	34	38x2¼	40½x2½	N
2	215	5.1	137	27.3	60–2600	L	C	A	7–2⅛	9⅛	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L61H	312	P	TX	118	63¾	34	38x2¼	40½x2½	N
3	200	4.7	126	24.0	48–2500	L	C	A	3–2⅛	5⅛	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L61H	312	P	TX	123	64¼	34	38x2¼	40½x2½	N
4	215	5.1	137	27.3	60–2600	L	C	A	7–2⅛	9⅛	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Cle	Cla F212	Ge	L61H	312	P	TX	118	63¾	34	38x2¼	40½x2½	N
5	248	5.0	150	27.3	64–2600	L	C	A	7–2⅛	10⅛	CC	KP	Zen	V	DR	DR	P.BB	Lo	Cle	Cla F304	Ros	L61HV	414	a	TI	158	84	34	40x2½	44x3	N
6	288	4.6	181	32.6	73–2600	L	G	C	7–2⅛	11⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L61HV	495	a	TI	155	84	34	40x2½	44x3	N
7	288	4.6	181	32 6	73–2600	L	G	C	7–2⅛	11⅛	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L61HV	495	a	TI	155	84	34	40x2½	44x3	N
8	339	4.2	212	38.4	80–2200	H	C	C	7–2¾	13⅛	FP	KP	Zen	M	DR	DR	P.BB	Spi	PS	Own 7738	Ros	L61HV	623	a	TD	182	102	34	42x2½	50x3½	N
9	677	4.4	460	60.0	125–2000	L	G	C	4–3½	11⅛	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B6IMV	504	G	T4	220	145	34	48x3½	40x5	N
10	517	4.5	330	51.3	110–2400	L	G	C	7–3	13½	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	B6IMA	864	G	4M	180	137	36	42¾x2½	44x3	N
11	400	4.6	296	40.9	110–2300	H	G	A	4–2.7	8⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Cle	Own	Jac	BrIA	557	a	TX	161	100¼	34½	40x3	50x4	½
12	525	4.5	380	48.6	125–2100	H	C	A	7–2¾	14⅛	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B6IA	817	a	TX	161	100	34⅞	50x3½	45x4	N
13	462	4.6	300	45.9	100–2400	L	G	C	7–3	13½	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim 26450H	Ros	L61H	774	a	CD	Opt	100¾	34	40x3	58x4	½
14	420	5.2	300	45.0	135–3000	L	G	C	5–2¾	11½	FP	....	Str	M	AL	AL	D.Fu	Ow	MM	Tim 26450H	Ros	L61H	774	a	CD	Opt	100¾	34	40x3	58x4	..
15	549	4.5	335	48.6	100–2000	L	G	C	4–3½	11½	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim 27450tW	Ros	B6IM	624	a	CD	Opt	104	34	40x3	58x4	½
16	677	4.4	460	60.0	125–2000	L	G	C	4–3½	11½	PC	Wa	Str	M	AL	AL	D.Fu	Ow	MM	Tim 27450tW	Ros	B6IM	624	a	CD	Opt	115½	34	40x3	58x4	½
17	381	4.6	240	40.8	87–2500	L	G	C	7–2¾	12½	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Blo	Cla F318	Ros	L4IHV	295	P	TD	Opt	Opt	34	40¼x3½	31x3	N
18	462	4.6	300	45.9	97–2000	L	G	C	7–3	13½	PC	Wa	Zen	M	AL	AL	D.Fu	Ch	Blo	Tim 27450	Ros	L4IHV	504	G	TD	Opt	Opt	34	40¼x3½	35½x4	N
19	462	4.6	300	45.9	97–2000	L	G	C	7–3	13½	PC	Wa	Zen	M	AL	AL	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TX	Opt	Opt	36	40¼x3½	66x4	N
20	677	4.7	440	60.0	126–1850	L	G	C	1–3½	10⅛	PC	Wa	Zen	M	AL	AL	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TX	Opt	Opt	36	43x3½	66x4	N
21	638	4.3	410	54.1	126–1850	L	G	C	4–3	10⅛	PC	Pe	Zen	M	RB	DR	dp.BL	Yo	Blo	Shu 715-11	Ros	Wr1A	792	G	TD	139	88¼	38½	41½x3	53x4	N
22	282	5.3	186	33.7	73–2800	L	G	A	7–2½	10⅛	PC	No	Str	M	AL	AL	P.BB	Yo	Spi	Tim 31020	Ros	L6IHV	559	G	TX	140	83	34	37x2¼	44x4	N
23	282	5.3	186	33.7	73–2800	L	G	A	7–2½	10⅛	PC	No	Str	M	AL	AL	P.BB	Yo	Spi	Tim SW75	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	47x3	N
24	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L4IHV	625	G	CD	168	101	34½	40x2½	54x3	½
25	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L4IHV	625	G	CD	168	101	34½	40x2½	54x3	½
26	453	4.7	300	48.6	98–2200	L	G	A	7–3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
27	501	4.9	330	48.6	110–2200	L	G	A	7–3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
28	468	4.4	322	43.3	125–2400	H	C	A	4–2¾	10½	FP	Yo	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
29	638	4.3	410	54.1	126–1850	L	G	C	4–3	10⅛	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
30	707	4.4	506	60.0	170–2000	H	C	A	7–3¼	11⅛	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
31	707	4.4	506	60.0	170–2000	H	C	A	7–3¼	11⅛	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
32	411	4.2	236	40.0	89–2400	H	C	C	7–2¾	13	FP	No	Str	V	RB	DR	D.BL	Ow	Spi	Tim 16302	Ros	T4IA	848	G	TD	180	120	38	44x3	60x4	½
33	427	4.2	267	45.9	100–2600	H	C	C	7–2¾	13	FP	No	Str	V	RB	DR	D.BL	Ow	Spi	Tim 16302	Ros	T4IA	848	G	TD	180	130	38	44x3	60x4	½
34	638	4.2	340	14.0	120–2400	H	C	C	7–2¾	13⅛	FP	No	Str	V	RB	DR	D.BL	Ow	Spi	Tim 17300	Ros	T4IA	848	G	TD	204	130	38	44x3	60x4	½
35	754	5.1	510	76.7	240–2900	H	C	C	4–3½	10	PC	No	Zen	M	DR	DR	dp.Lo	Ow	Blo	Tim 27450tw	Ros	L6IHV	...	Da	CD	.....	.....	34	44x3	None	N
36	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	525	a	CD	162	108	34	39x2½	39x2½	N
37	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	633	a	CD	162	108	34	39x2½	46x3½	N
38	462	4.5	300	45.9	98–2000	L	G	A	7–3	13½	PC	Wa	Str	M	AL	DR	D.Fu	Ch	Spi	Tim 35000tw	Ros	Ws6IA	711	a	CD	162	108	34	39x2½	46x3½	N
39	462	4.5	300	45.9	98–2000	L	G	A	7–3	13½	PC	Wa	Str	M	AL	DR	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
40	549	4.5	332	48.6	100–2000	L	G	A	4–3½	11½	PC	Wa	Str	M	AL	LN	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
41	677	4.6	460	60.0	127–2000	L	G	A	4–3½	11¾	PC	Wa	Str	M	AL	LN	D.BL	Ch	Spi	Tim 27045tw	Ros	Ws4IA	792	a	CD	162	108	34	48x3½	53x4	N
42	529	4.9	350	51.2	112–2000	L	G	S	7–3	14	PC	Ha	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450tw	Ros	Ws6IA	1151	a	TD	198	116	33	42x3	None	N
43	468	4.7	292	43.4	104–2300	L	G	C	7–3	13⅛	FP	Ha	Str	M	NE	NE	P.Own	Ow	Spi	Own BX	Ros	O6IA	1118	a	FD	192	109	33¼	54½x3	48x3½	N
44	611	5.0	398	54.2	128–2200	L	G	C	4–3½	11⅛	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Ros	O6IA	902	a	FD	192	111	33¼	50x3½	48x3½	..
45	611	5.0	398	54.2	128–2200	L	G	C	4–3½	11⅛	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Spi	Own AC	Ros	O6IA	1052	a	FD	180	109	37⅝	48x3½	52x4	½
46	611	5.0	398	54.2	128–2200	L	G	C	4–3½	11⅛	PS	Ow	Str	M	RB	LN	P.Ow	Ow	Cle	Own AK	Ros	O6IA	1044	a	FD	180	109	37	48x3½	52x4	½
47	706	4.8	427	60.0	138–1900	L	G	S	4–3⅛	11⅛	PS	Ow	Str	G	RB	LN	P.Ow	Ow	Spi	Own AK	Ros	O6IA	1052	a	FD	180	109	37	48x3½	52x4	½
48	706	4.8	427	60.0	138–1900	L	G	S	4–3⅛	11⅛	PS	Ow	Str	G	RB	LN	P.Ow	Ow	Cle	Own AK	Ros	O6IA	1044	a	FD	180	109	37	46⅛x3½	52x4	½
49	282	5.0	176	33.8	73–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 30000H	Ros	L61H	420	a	TD	156	90	34	40x2½	44x3	N
50	501	4.6	330	48.6	110–2200	L	G	A	7–3	12½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 27050	Ha	T6IA	940	D	CD	186¼	118¼	34	41x3	56x4	½
51	611	4.5	410	54.1	130–2000	L	G	A	7–3½	16⅜	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	T6IA	940	D	TX	180½	112½	34	41x3	56x4	½
52	779	4.5	510	66.1	150–1800	L	G	A	7–3½	16⅜	PC	Ha	Str	M	DR	DR	P.Lo	Lo	Spi	Tim 27050	Ros	T6IA	940	D	TX	180½	112½	34	41x3	56x4	½
53	411	4.5	270	40.8	83–2100	L	G	C	4–2½	12⅛	FP	Bu	Zen	V	AL	AL	D.Fu	Lo	Blo	Tim 35000H	Ha	L4IH	744	P	FX	216	126½	34	42x2½	58x3	½
54	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11⅛	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	576	a	CX	Opt	88	34	48x3	58x4	N
55	677	4.4	440	60.0	125–2000	L	G	C	4–3½	11⅛	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	792	a	CX	Opt	89	34	48x3	58x4	N
56	489	4.5	295	43.4	90–2000	L	G	C	4–3½	11⅛	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3½	N
57	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11⅛	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3½	N
58	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11⅛	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim	Ros	Ws4IA	792	s	CD	Opt	Opt	34	48x3	60x3½	N
59	396	4.9	250	38.4	100–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	Lr4IHV	514	a	CI	194½	109½	34⅞	42x3	51½x4	N
60	519	4.0	333	45.9	118–2100	H	C	S	7–3	15⅛	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34⅞	42x3	42x4	N
61	519	4.0	333	45.9	118–2100	H	C	S	7–3	15⅛	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34⅞	42x3	42x4	

Key to Abbreviations and Reference Marks

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4—Four Wheels, front and rear.
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
f—Forged steel.
p—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate

ENGINE

Valve Arrangement

H—In head.
L—"L" head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.
B—Ball bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.

REAR AXLE

Final Drive and Type

B—Bevel.
D—Dead.
F—Full-floating.
H—Hypoid.
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics
S—Solids.
DS—Dual Solids.
°—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.
No—Not furnished.
Op—Optional.

Auxiliary Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels.
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.